



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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

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

October 2000

Chapter 1000 meets monthly on the third Tuesday of the month in the USAF Test Pilot School Scobee Auditorium, Edwards AFB, CA at 1700 or 5:00 PM, whichever you prefer. Any changes of meeting venue will be announced in the newsletter. Offer void where prohibited. Your mileage may vary. Open to military and civilian alike.

**Project Police NOTAM:
No Third Tuesday Meeting This Month!
Instead, Come Out To The Chapter Booth At**



Edwards AFB Open House

**Saturday, 21 October 2000
Edwards AFB, CA
Chapter Booth in Hangar 1600**

By **Kommandantial Decree**, the October Tuesday meeting/gathering/congregating/confab/whatever will not be held. Instead, members are expected to attend the Edwards Open House and stop by the Chapter booth for a while to talk to the great unwashed about airplanes and gather names for future Young Eagle rallies.

Our participation in the show has been greatly curtailed this year. Instead of owning all of Hangar 1600, or even half of it, this year we will only have room to display two or three airplanes (which have already been identified). We also expect to have an area behind the booth where EAA members can have a seat and relax. A little oasis in the desert of the air show.

As before, there are no sign up lists or schedules to commit to. Show up when you want, leave when you want. We will need a few people to help set up on Friday afternoon--contact the **Vice Kommandant, George Gennuso** or **Russ Erb** for details if you can be available. For those of you who work on base, this would be a great excuse to leave work early. You won't be doing anything anyway, because the airfield is closed for normal ops and your boss wants you to be getting ready for the Open House anyway. If you are still at the Open House when

the festivities cease, please come by the booth and help us load up the stuff.

Last Month's Meeting Gathering

EAA Chapter 1000

Edwards AFB
1700, September 19, 2000
Gary Aldrich, Presiding

Since this was declared a gathering, no formal business was conducted. The gathering was called to disorder about 5:00 at Russ Erb's shop, this being a project tour of those members building on base. This month, our illustrious **Schmoozemeister George Gennuso** got a break from providing the schmoozables, as each victim... er... builder visited was responsible for the snacks and drinks.

Guests

Dan Rush of TPS Class 00A came out to see what his classmate and instructors were up to with this airplane building stuff.

Matt Acer, recent graduate of the Air Force Academy, was also present. Matt has at least a CFI-G and is working at TPS supporting the soaring program. That is, at least until about April 2001, when he will be leaving for Air Force Pilot Training. He has expressed interest in building an RV-8 after pilot training.

Announcements

None that I was aware of.

Program

The first visitee, as mentioned above, was **Russ Erb**, the second best webmeister in the EAA. For those of you out there who don't know Russ, good for y...(hey!)...I mean...he is the current front runner in the chapter for the largest-airplane-in-the-smallest-shop contest, building a **Bearhawk** (four-place) in a single-car garage. Currently Russ has a mostly skinned left wing in the jig.

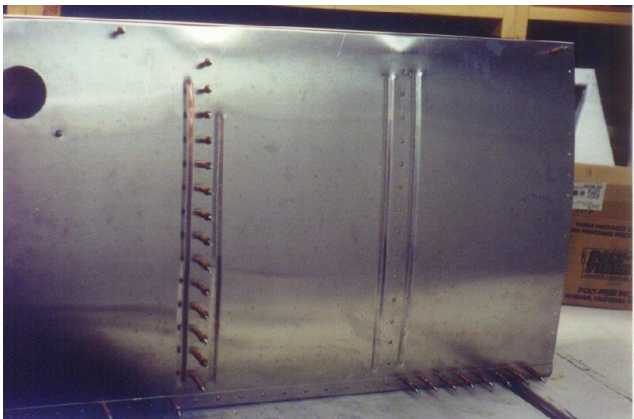


Left Wing Top Side



Left Wing, Bottom Side

Scattered around the very close quarters of the shop are various other piece parts such as spars, ailerons, flaps, and fuel tanks. One note of interest, especially to builders of RV types, is that at least one fuel tank was seen to be riveted together with no evidence the black gooey stuff (aka ProSeal) oozing from it. It turns out that the tank is a non-structural, internally mounted affair. The few rivets now holding the tank together serve only to hold the parts in alignment until they can be welded.

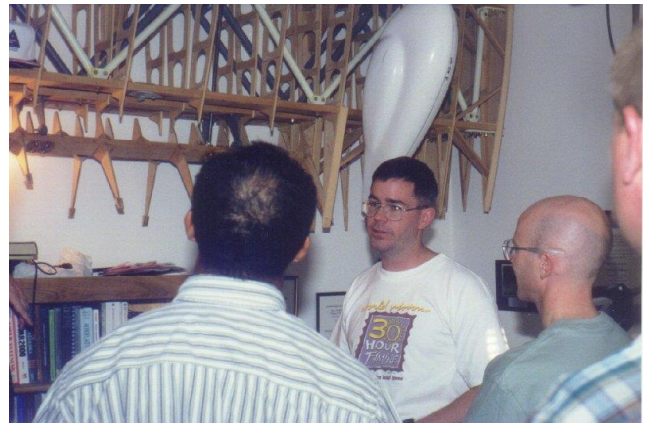


Fuel Tank During Riveting (File Photo)

The major area of concern in Russ' shop was his lack of a periodic inspection schedule for his cookie supply.

The cookies sampled by this inspector failed the structural integrity test; in other words, they turned to dust when removed from the package. Perhaps with application of a suitable resin, the remaining contents of the package can be converted into a serviceable doorstop. (Update: On 5 October, **Russ**, the **Kommandant**, and **Matt Acer** moved said wing out of Russ's garage, and by transport of a flatbed trailer borrowed from **Dave McAllister**, took it to Fox Field where it was hung from a wall to keep the **VC-180 Fightin' Skywagon** company.)

The second victim was **Chris Shearer**, whose new wife **Lisa** wisely found a good reason to not be present during the raid. Chris' project is a collection wood and steel artwork that look suspiciously like the wing panels, empennage, and control surfaces of an **Acroduster II** aerobatic biplane. An abstract work of steel tube in the shop looks much like a fuselage. Chris started his project in 1994 with a set of rather primitive plans and some well thought out ideas to customize the design to his requirements.



Chris in his "Art Gallery"

Since Chris is about a head taller than the average Acroduster driver, and is proportionally larger in the other two dimensions, he has moved the pilot's (rear) cockpit back 8 inches, the co-pilot's cockpit back 2 inches, and widened the fuselage by 2 inches. To counteract the rearward CG, the firewall is moved forward 4 inches, with final tweaking of the empty CG made after airframe assembly and weighing by adjusting the length of the engine mount. To accommodate various sized pilots, Chris is working on a concept for adjustable rudder pedals. Other modifications Chris is including in his project are compression tubes instead of wires for internal wing bracing, two-piece horizontal stab for ease of assembly, 30-gallon fuselage tank for long cross country trips, bungee-type landing gear suspension, internal I-strut fittings in the wing, and possibly a smoke-oil tank behind the pilot. Impressive.

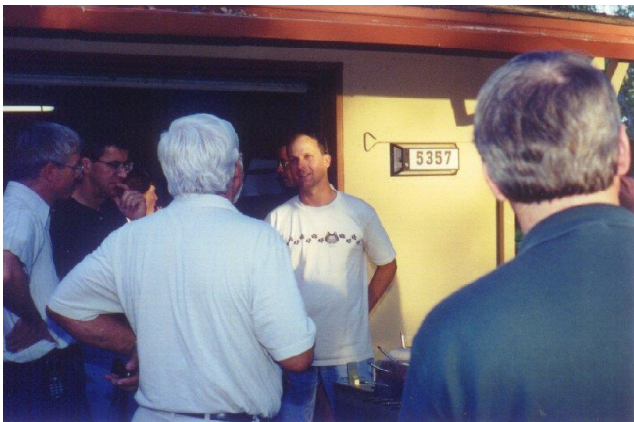


Chris with his fuselage shaped abstract art

Chris' cookie program was somewhat more advanced than that of Mr. Erb (*Hey! That's Maj to you...*). By the lingering aroma in the kitchen, I would presume that the cookies made available for inspection were somewhat fresher than those offered by Russ. (*These cookies were the work of Lisa Shearer, and were voted to a perfect score of 10 on the PPRNC³S (Project Police Raven's Nest Chocolate Chip Cookie Scale).*)



Dave's RV-4



Dave fends of the self-appointed pundits

Last, but not least, we visited the requisite RV project, this one an **RV-4** being built by **Dave Evans**. Dave is building his airplane from one of the older kits, requiring a much higher level of fabrication than that required in more

recent kits. The airframe is essentially complete, with the only obviously missing part being the canopy skirt.

There is a rather expensive-looking box in the garage from Lycoming probably containing a large mass balance awaiting installation forward of the firewall. It looks like this one could fly next year. Dave's cookies, while obviously factory-built, were very much up to **Project Police** standards: available and edible C³ models.

Adjournment

The gathering was adjourned, at which time many attendees decided to gather at the Burger King, a.k.a. **PPHFFRC (Project Police High Fat Food Replenishment Complex)**, where the aviation world's problems were solved, and good times were had by all.

Respectfully, if irreverently, submitted,

Miles Bowen, Secretary

Kommandant's Korner

Let's see...what aviation adventures have occurred since the last issue? Well, the Skywagon's noise signature was thoughtfully provided by the authorities at John Wayne Airport recently. Seems we woke up a couple of noise monitors on takeoff during a late (2257 Hrs Local) departure after a great meal at an Orange County eatery. A couple of lessons from that one...don't accept an intersection takeoff if you can avoid it; and be very familiar with the local noise ordinances around the densely populated LA Basin.



On a quieter note, the vaunted "color TV" in N61691 was credited with a no-kidding GPS approach to no-kidding minimums at Half Moon Bay earlier this month. This reputed lair of **Jim Piavis's Boredom Fighter** was positioned squarely under the flag, but Anne was insistent on seeing her daughters so down we went, emerging from the soup directly over the numbers of runway 12 at precisely 654 ft MSL. The electronics get all the credit this time as I monitored the performance of both the STec 50 and the GNS 430. (You can never have too many toys...)

Speaking of toys...the Flight Test Center will be showing their's off about the time you read this. The Chapter's involvement this year is a little different since much of the space allocated to sport aviation displays in the past has been re-allocated to other stuff. That doesn't mean we won't be there. On the contrary we still need to man the booth throughout the day to spread the gospel of sport aviation according to the **Project Police**. **Vice-Kommandant Gennuso** will be looking for your support

THE LEADING EDGE

as he commands this year's effort. Anne and I have two other events demanding our presence, but we will be there in spirit. Come on out and visit in the Booth. As usual, there is no scheduling process, just show up sometime during your show visit and be put to work handing out literature and/or collecting Young Eagle info.

Fly Safe and Check 6!

- Gary Aldrich
Kommanding

P.S. Elections are coming up...your big chance to write this column!

A Dream Come True: Flying to Oshkosh!

Officially called "**Oshkosh AirVenture**", this yearly event at Oshkosh, Wisconsin has been going on A LONG TIME! I have yet to talk to anyone who refers to this Oshkosh by its semi-new, formal name. We had dreamed of flying our plane there once completed, and now it was becoming a reality! Neither **Victoria** or I had ever been to OSH, and we've been looking forward to this trip for the last 5 years while we built-away in the garage!

My first flight was 4 July (plane's first flight was 18 June with **Norm Howell**), and I flew everyday after. With our flight test period completed only two weeks before the start of Oshkosh 2000 (and 48 hours on the Hobbs meter), we were 'legal' to go but I wasn't so sure I was mentally prepared to make the trip. The reason was that all of my 350 flight hours were mainly local, and we considered a trip to Laughlin/Bullhead City 'a big trip'! With the exception of flying to **Copperstate** in Phoenix a couple of years ago, I had never piloted a plane farther east than the Colorado River.

Friend/fellow RV builder/owner, Tech Counselor and Chapter 1000 member **Gary Sobek** offered to 'lead the way' to OSH and educate me on the finer points of weather flying...weather...all I've had to do for checking weather here in the high desert is look out the window! Living in the desert can spoil a pilot! So with that offer, Victoria and I started planning and getting everything together for the trip. 'Everything' ended up weighing about 112 pounds and, once piled in the luggage area behind the seats, was about level with the top of the seatbacks. We had decided to camp since we had heard that you really do need to camp to 'experience' the full ambiance of OSH! So with tent, lantern, sleeping/clothes bags piled in, off we went! Note: We were WELL within our CG loading, even with full fuel, not a problem.

We departed Mojave on 24 July, Monday morning, about 0700 leaving shortly after 'Earth Rounder' Dick Rutan. With the GPS programmed for Apple Valley, we arrived 20 minutes later and met up with Gary, who was flying with my brother **Michael** as passenger. After filling the tanks, we headed for Winslow, AZ and arrived about 2 hours later. On the way, we flew by the '**USS Sedona**', an airport that is situated on a plateau. After having some snacks, reviewing maps and filling up, we headed for Las Vegas, New Mexico and flew by Meteor Crater, Gallup,

Albuquerque and Santa Fe along the way. This route is commonly called the 'Southern Route' and it takes you around the ominous Rocky Mountains. Gary had oxygen, I didn't, so around the Rockies we went!

Upon reaching Las Vegas, NM, we turned left and headed northeast for La Junta, Colorado, arriving about 3 hours after leaving Winslow. There, we rested for an hour while reviewing weather maps on the computer screen. Weather thus far had been clear with a high (15K) overcast once getting to Colorado. With weather ahead looking good, we decided to fly 2 more hours to Hastings, Nebraska, where we parked the planes inside an 'old lookin' hangar for \$10/night. Gary recommends parking inside whenever you can...never know when a nasty storm might pop up! Sitting in the motel that first night, I was just amazed that after about 7 flying hours, we were in Nebraska! The RV-grin was alive and well! We averaged 160 KTAS at 7500-9500 MSL along the way, and everywhere we landed was the farthest I'd ever flown.

Incidentally, we are definitely happy that we went with the Temperfoam, 'temperature sensitive' foam seating as we were not once twisting or turning to get comfortable. Great seating, along with my active noise-canceling, Lightspeed headset made for a very comfortable trip!

After a good night's rest, we continued northeast with the GPS set for Boscobel, Wisconsin. Boscobel is famous for being the birthplace of The Gideon Bible (those bibles found in motel rooms) as well as the 'wild turkey hunting' capital of Wisconsin. We arrived at Boscobel about 3 hours later, putting us within 1 hour's flight to OSH. Here, we sat down and SERIOUSLY briefed our arrival procedures into OSH. Once 'mentally' ready, we headed out with our GPS programmed for the famous RIPON intersection.



Refueling and Briefing at Boscobel

We arrived, ready for the crowd of planes, whereas I recall counting/seeing four planes 'entering' the flow pattern to FISK intersection. At 90 KCAS and 1800 MSL, we entered the pattern, and for a moment, I hoped that nobody else was entering over RIPON at the same time as me!! Once in line, I found myself behind a yellow Cub that was NOT doing the requisite 90 KCAS...no, this pilot was happy at 70 KCAS! Glad I had slow flight training with my instructor **Howard Long** because I put out full flaps, and thought to myself "I'm in line at OSH, and I'm not getting out!"

Unbeknownst to me, Gary had turned out of the line at the lake and went back around to get in line (too close to me because of that slow Cub!?!). Victoria and I muddled along at 70 KCAS listening all the while to the rapid-fire instructions being spurted out by the controllers at FISK. The train tracks were easy to follow and I actually DID see the strobe lights at FISK (no, I did not follow the strobes but stayed over the tracks as directed in the NOTAM).

All of the planes ahead of me had been given instructions to continue ahead, but when my turn came to 'wag my wings', the controller could see that I was having a heck of a time 'floating' at 70 KCAS, so he instructed me to turn right heading 090. This came as a surprise as all others were going straight, but I did as I was told.

One thing that I did NOT do was tune to the proper radio frequency, but thankfully Victoria was right on that one! I pushed the throttle in and got back to 90 KCAS and noticed the radio was...silent. I was getting a little worried because I wasn't sure what to do now and I'm heading for the lake. About that time when I thought 'something is wrong', a Mooney came racing overhead in the higher pattern, which was 2300 MSL at 135 KCAS. The radio came alive as the controller started talking a mile-a-minute telling him to wag his wings among other things. I saw the Mooney come around for left teardrop entry to Runway 18 as did a Lancair IV for the same.

Now I'm starting to see what's going on here! I can do this! Our turn came, and the next thing we knew, we were on the ground at OSH along with a compliment from the controllers on our 'fancy' paint scheme!!!!!! We taxied the entire length of the taxiway from the south end to the north end right past the main crowds at OSH that assemble daily to watch the arrivals. Here we were, about 11 flight hours later, taxiing our plane at the 'Mecca' for EAA, **OSHKOSH**, waving at the crowds. I can't put into words the feelings of pride and accomplishment we were enjoying having arrived at OSH! Everyone needs to take their plane there at least once! They also give you a nice 'welcome' package for all fly-in attendees plus a yellow ribbon: a 'Perseverance Award' for attending OSH the first time you are able to attend after your plane's first flight. We were there 22 days after my first flight, and we met one guy there who flew in 14 days after his first flight!

We were directed to the RV parking which was near the Warbird area, and it turned out that Gary and I were the last two RVs allowed in the RV parking as it had filled up. We heard estimates of 140-160 RVs in attendance during the week of the show.



Oshkosh RV Park, with Gary Sobek's "My Sanity" in the foreground, with N628PV right behind



Paul, Victoria, and Michael Rosales at Oshkosh

We spent the next 5 days enjoying the sights and sounds of OSH (this could be a story in itself), and we spent a good deal of our time sitting next to the plane talking with fellow builders and flyers. I had heard but didn't believe it: OSH is SO BIG that you can't see it all in a week (it's true!). I did sneak over to the vendor buildings to buy Victoria her own Lightspeed headset (20XL) as she had tolerated the trip with a 10-year old 'head-squeezing' Flightcom headset.



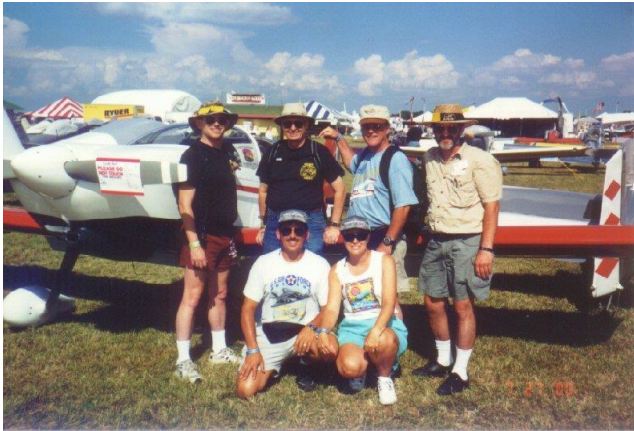
Paul fielding questions from the onlookers

We camped near 'The Theater in the Woods' and awoke each day to the infamous 'Yodeler'. If you've EVER camped at OSH, you KNOW who I'm referring to...imagine you are sound asleep and you hear the following on the loudspeaker, 0700 sharp.....'GOOD MORNING EVERYONE...RISE AND SHINE...IT'S A BEEEEAUTIFUL DAY...(the sound of awful sounding yodeling goes here... ending with)...LET'S...GO...GET EM'!!



Camping Near The Theater In The Woods

We also enjoyed visiting with some Chapter 1000 members of the *Project Police* including **Russ 'Erbman' Erb**, his father **Lee** and **Gary Aldrich** who'd arrived from Texas.



The *Project Police* with Paul and Victoria in front of "My Sanity", Russ Erb, Gary Aldrich, Ron Wilcox, and Gary Sobek

We had heard that weather was the best it's been for as many years as anyone could remember. It did keep many from the East from attending via VFR flight. By Saturday night, after returning from the Van's Aircraft Banquet, we had pretty much decided that we would start heading for home on Sunday morning.

Weather on Sunday was, at best, marginal VFR around OSH but improved greatly about 60 miles out according to FSS. We said our good-byes to our 'neighbors' around us and got in the mile-long departure line taxiing to runway 36 for departure. Gary was in front of me and had me stop so he could take a picture. Turns out that Gary posed a perfect picture of us with the Oshkosh AirVenture 2000 sign and world's busiest control tower in the background. Thanks for taking such a COOL picture Gary!



Paul and Victoria at "The Arch"



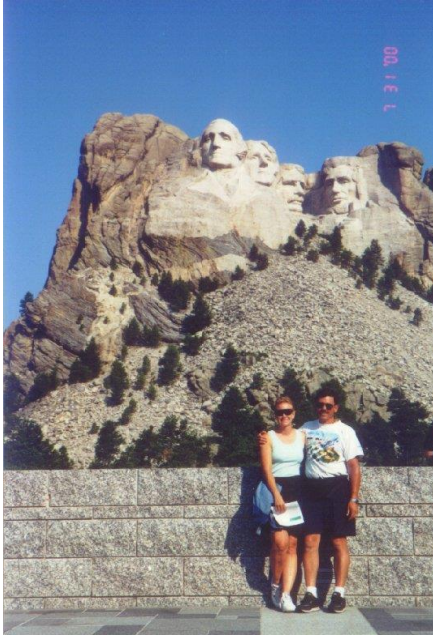
Airplanes in the grass



Launch The Fleet!

Departure was much less hectic with a right turnout over the lake at 500 MSL for 5 miles then you are on your own. We made a teardrop turn back around south to Fond-du-lac and headed west, between cloud layers, at 2500 MSL. Gary asked if I'd like to go higher but I replied "I'd like to stay right here where I can see the ground!" After 30 minutes or so, the weather started opening up to some impressive, scattered, cumulus clouds, and it was a beautiful 3-hour flight to Mitchell, South Dakota. We landed amongst some tall cornfields, filled up with fuel then lounged in the nicest FBO I've ever seen in my

limited flying time. We then took off for a 3-hour flight to New Castle, Wyoming while avoiding deer on the runway! Here in the desert, we just have to worry about coyotes!



Paul, Victoria, George, Tom, Ted, and Abe

The flight continued west mostly along Interstate 90, and the route put us flying by Mt. Rushmore, near Rapid City, South Dakota. After a few orbits and pictures, we landed 15 minutes later at New Castle where we decided to stay the night. This gave us the opportunity in the morning to use the airport car Monday morning and drive to Mt. Rushmore to see it up close. That 15 minute RV flight turned into a 1+ hour drive! If you ever get a chance to see Mt. Rushmore, by all means, DO!!!! It is quite impressive and makes you feel proud to be an American! We headed back to the airport and departed for Jackson Hole, Wyoming. This 3-hour leg turned out to be the worst weather leg of the trip: The sky was totally obscured by smoke from all the fires they've been having in Wyoming/Montana/Idaho with no horizon in sight and made for some 'interesting' flying. Visual reference was mostly looking to the ground below and the panel's artificial horizon.

After landing at Jackson Hole, we had the honor of parking next to a Gulfstream (G-IV) as well as pay \$3/gallon for Avgas (ouch). The pilot of the G-IV came over to introduce himself and added that he was building an RV-4. His uncle also lived in Fillmore so I told him to give me a call if he was in that area. After giving him my card, he gave me his: Robert Smith, Chief Pilot, Dillard's Department Stores! You sure do meet some nice people along the way!



Paul with Robert Smith, Chief Pilot, Dillard's at Jackson Hole, Wyoming

Takeoff at Jackson Hole was interesting as we were fully loaded with gas and baggage with a density altitude of 9700 MSL! Takeoff seemed to take longer with the ground moving below us faster than usual, and once breaking ground, we still climbed out at 700 feet/minute. RV performance at its best! We pointed the planes toward Pocatello, Idaho for a 2-hour flight to Boise to visit some friends of ours and overnight at their Sunrise Skypark home nearby.



Chillin' at Columbia

Tuesday morning, my last full day-off before getting back to work, we departed for Columbia, California and arrived about 3 hours later. Very nice weather all the way and feeling right at home crossing the deserts of Nevada. I'd heard a lot about Columbia from Doug Triplat so this seemed like a fun place to stop, visit the goldrush town and camp overnight next to our plane (it was!). We left early Wednesday morning for Harris Ranch where we had a great breakfast then home to Mojave for less than a 2-hour trip (from Columbia). Total trip was somewhere around 26 hours flying time covering ~3400nm (average speed = 131 KTAS).

We were at the house well before noon, and I was able to get the plane unpacked, put away with spare time to check e-mail on the computer before heading back to the 'real world' of work. Victoria asked me to check the winners for the show as we were curious to see if the planes we saw (and liked) won any awards. While

THE LEADING EDGE

scrolling down the list, I got to the category for Outstanding Workmanship Award-Kitbuilt, and...surprise to me...THERE WAS MY NAME! WWWOOOOWWW!!! I just couldn't believe it! There were SO MANY beautiful planes there and to be honored with such an award is humbling to say the least. **Dick Rutan** said this right before we left for OSH: 'You have an award-winner here...'



Just a few judge's initials...



Thank you to ALL who helped us build this plane when help was needed! We share this award with you!

Since returning from OSH, and ~3 months since first flight, we now have ~150 hours on the plane and have been to Portland, Catalina, Livermore, Grass Valley, Lake Tahoe, Red Bluff, Oceano, Santa Barbara and San Diego just to name a few.

I'm back teaching school by day to start paying back some of the Texaco/Chevron fuel bills we now have (but don't mind having!). Hopefully, I'll get rides to all who'd

like to have one, and there are MANY of you out there! I hope to see all of you at the Edwards AFB Open House on 21 October!

- **Paul Rosales**

Lexan and Plexiglas

Hi Gary,

I have a question for you. Do you know if Lexan is a type of plexiglas?

Thanks,

Alan McRae

(after passing the question to the Vice Kommandant)

Well, here's what I know about the two.....

Lexan (Polycarbonate)

- High Impact Resistance
- Dimensional Stability
- Self-Extinguishing
- Has Transparency of Glass (up to 1/2 inch)
- High Tensile Strength
- High Heat Resistance
- Unaffected by Ultraviolet Light

Lexan polycarbonate combines light weight with outstanding impact strength. Lexan is 250 times more impact resistant than safety glass and 20 times that of any other transparent plastic. Material as thin as 1/8 inch retains tensile strength of 6000 psi at 250 degrees Fahrenheit. It is highly heat resistant.

Plexiglass (Acrylic)

- Excellent Optical Clarity
- Easily Cut and Machined
- Good Impact Strength and Durability
- Light Weight

Crystal clear conventional acrylic thermoplastic. Easily formed to compound shapes at about 275 to 325 degrees Fahrenheit. Easily machined, cut, threaded, and drilled with standard tools.

So, they are two different types of plastics with different qualities. You pick the one that fits your need the best. Incidentally, there are many, many different types of clear plastics to choose from, all with different qualities.

Side note: **Doc (Scotty H.)** is now famous!!!! My son just informed me that in the PC game "The Sims" supplemental disk "Livin Large" there is a telescope that is named after him that can be used in the game. Just think, one of Chapter 1000's own, immortalized in a PC game. I wonder if he knows?

- **George Gennuso**
Vice Kommandant

Kommandant's Oshkosh Photo Gallery



Webmeister Erb inspects the Spitfire with the Young Eagle modification (or was that the FTE mod?)



The Vice Grand Poobah for Chapter Stuff and the Kommandant meet for a high-level discussion of Cessna 182 paint schemes



Herc driver's idea of cross country skiing



Turbo Super Guppy—just how many Chapter 1000 airplanes could we load in there? Would it be cheaper than flying them individually?

Chapter 1000 Calendar

Oct 12-15: Copperstate EAA Regional Fly-In, Mesa AZ

Oct 14: EAA Chapters 1000/49 Young Eagles Rally, Rosamond Skypark, Rosamond CA. (661) 822-0462

Oct 17: No EAA Chapter 1000 Monthly Meeting. Go to Edwards Open House and Airshow

Oct 21: Edwards AFB Open House and Airshow

Nov 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

Nov 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Nov 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Nov 18: EAA Chapters 1000/49 Young Eagles Rally, 8:00 a.m., General William J. Fox Field, Lancaster CA. (661) 822-0462

Dec 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

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

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

Dec 16: EAA Chapters 1000/49 Young Eagles Rally, Tehachapi CA. (661) 822-0462

For Sale:

Sonerai IIL project. Fuselage and wings 95% complete. Modified for A65 engine. Engine torn down for overhaul but complete with a great many spare engine parts. Includes instruments. Hydraulic brakes. All excellent work. Call Fletch Burns 760-373-3779

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Doug Dodson, 4431 Knox Ave, Rosamond CA 93560-6428. Membership in National EAA (\$40, 1-800-843-3612) is required.

Contact our officers by e-mail:

President/Flight Advisor Gary Aldrich: gary_aldrich@pobox.com

Vice President George Gennuso: pulsar1@qnet.com

Secretary Miles Bowen: mbowen@cybersurfers.net

Treasurer Doug Dodson: 73773.1546@compuserve.com

Technical Counselor Gary Sobek: gasobek@jps.net

EAA Chapter 1000 Technical Assistants

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

Inputs for the newsletter or any comments can be sent to Russ

Erb, 661-258-6335, by e-mail to erbman@compuserve.com

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

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

C/O Russ Erb

6708 Doolittle Dr

Edwards CA 93523-2106

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

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:

NO TUESDAY MEETING—EDW OPEN HOUSE

PROJECT POLICE TRAINING REPORT

TALES OF AN OSHKOSH AWARD WINNER

LEXAN OR PLEXIGLAS?

