



# 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> **February 2001**

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

### This Month's Meeting:



**Proteus Sets Three Altitudes Records**  
**Tuesday, 20 February 2001**  
**1700 hrs (5:00 PM Civilian Time)**  
**USAF Test Pilot School Auditorium**  
**Edwards AFB, CA**

Well, sports fans, one of our own has made the big time. Yup, **Bob Waldmiller**, former Chapter 1000 President, Vice President and other assorted chapter duties, has helped set three new altitude records. Bob will be here to give us a presentation on his record setting flights in the **Proteus**. Bob is the project manager for Proteus at *Scaled Composites* and was the co-pilot on these flights. **Mike Melvill** (another Chapter 1000 member) was PIC of Proteus as he and Bob set the altitude records. These records, pending verification by the National Aeronautic Association were set on October 25 and 27:

Peak altitude	62,786 feet
Sustained altitude in horizontal flight	61,919 feet
Peak altitude with 1000 kg payload	55,878 feet

(continued next page...)

## PROJECT POLICE NOTAM! MOST URGENT!

**TPS is back in Boyd Hall, back where we used to meet in 1999. See map next page!**

### Operation Rubidoux Sundown IX



It's official! We have determined that EAA Chapter 1 is due for a re-check on the good times and chocolate chip cookie front. Recent intelligence reports indicate that they will be

hosting their 48<sup>th</sup> Annual Open House and Fly-In on 24 - 25 February 2001. This is just the sort of event that makes a perfect cover story for a little "inspection."

Therefore, **Operation Rubidoux Sundown IX**, the annual **Project Police** raid on Flabob International Airport, is scheduled for **24 February 2001**. A duly authorized **Project Police Tactical Assault Force (PPTAF)** is being formed for this event. For proper coordination, some initial action on your part is required. If you have an **Aerial Assault Vehicle**, you need to call pre-raid coordinator **Russ Erb** at 661-258-6335 or e-mail at [erbman@pobox.com](mailto:erbman@pobox.com) and tell him if you have room for any additional **Project Police** Officers. If you do not have access to an **Aerial Assault Vehicle** but wish to participate in this exciting event, you need to call pre-raid coordinator **Russ Erb** at 661-258-6335 (*hey! that's the same number!*) or e-mail at [erbman@pobox.com](mailto:erbman@pobox.com) and get matched up with an airplane. (continued next page...)

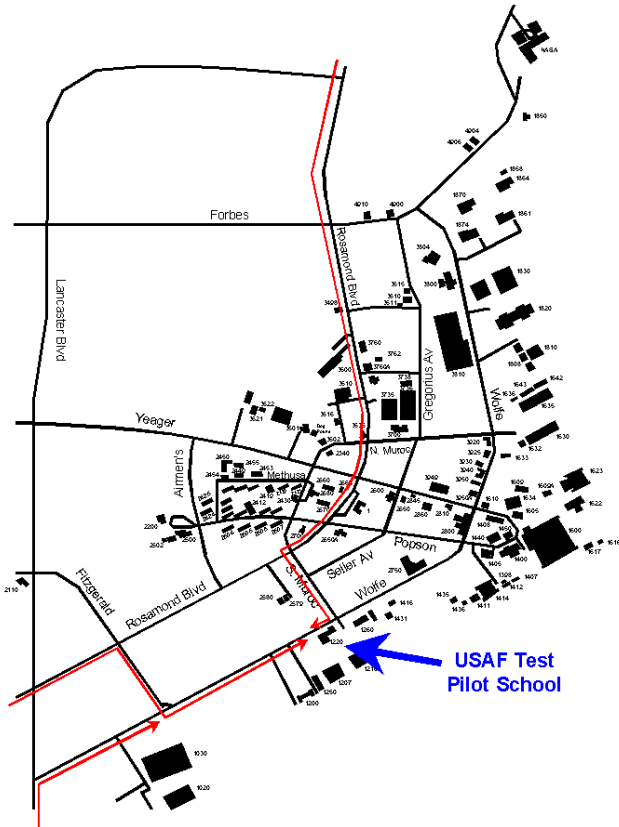
### Hey You! We Told You To Pay Up!



Yep, that's right! **YOUR EAA CHAPTER 1000 DUES ARE DUE!** So pay up! That's \$20 per year for those of you who have forgotten.

Send your check to the Treasurer at the address on the back page, or bring it to the meeting, or give it to any chapter officer.

Do it now, or prepare yourself to deal with the shame and embarrassment of having your name listed here next month as a **Dues Delinquent!**



**This way to the new/old TPS building. This is the new default location for our meetings.**

**This Month's Meeting Continued...**

These altitudes significantly exceeded the existing records in Class C-1.e, Group III. Takeoff gross weights for the two flights were 8,962 pounds and 11,319 pounds respectively. Because these flights were designed to expand the Proteus' envelope, Bob and Mike wore full pressure suits which were provided by NASA through the Dryden Flight Research Center under the environmental Research Aircraft and Sensor Technology program. Bob and Mike had to go to Beale AFB to get pressure suit training before they could attempt the flight. While there, Bob asked the training technicians what the absolute altitude was for the suit. I think the technical terms that he used were "Hey, how high are these things good for?" I'll let Bob give you the answer to that one--you're sure to get a chuckle.

So, come on out and enjoy! Schmooze time is 1700, and the meeting starts at 1730 or whenever we finish the Chocolate Chip Cookies. As always, after the meeting a sumptuous meal awaits at the BK Lounge.

**- George Gennuso**  
Vice Kommandant

**Operation Rubidoux Sundown IX Continued...**

Appropriate identification placards will be available from Russ for your aircraft. Display of the placards is mandatory to avoid the embarrassment of the *Project Police* accidentally inspecting your aircraft. They also have the desirable side effect of striking fear into passers-by.

We will continue our highly successful raid format by again starting with a sumptuous breakfast and pre-raid briefing at the Apple Valley (APV) airport restaurant, where we will admire the *Project Police's* graffiti skills. Be there by 0830. From there, we will make a high precision infiltration and strike to the land of the Flabobians. Expect that we will be able to accomplish our objectives and still be home in time for dinner.

Intelligence has not yet reported if EAA Chapter 1000 Technical Counselor **Gary Sobek** is arranging for the **SoCal Wing of Van's Air Force** to augment the *PPTAF*.

The uniform for this operation includes the black *PPTAF* T-shirts, sunglasses, and appropriate headgear. Definition of the remainder of the uniform is left as an exercise to the reader.

**AV 99s 11<sup>th</sup> Annual St. Patrick's Day Poker Flight in 2001! ROSAMOND SKYPARK**

DATE: ♣Sunday, March 11, 2001♣

TIME: 9 a.m. - Start for Poker Run!

12 p.m. - Barbeque begins!

1 p.m. - Prizes at Rosamond Skypark!

Spot Landing Contest upon return at Rosamond after 10:30 a.m.

STOPS: Fox, Mojave, Tehachapi Muni, Inyokern, Cal City, Rosamond

Fly to 1 or 6 airports in any order. If you don't make it to all airports, you may get cards at Rosamond. Special prize for the P.I.C. of each participating aircraft that gets to at least 3 airports.

NOTE: All pilots must check in at Rosamond by 1:00 p.m. with unopened envelopes.

*Rain or shine, it's party time – If weather is not VFR, there will be a hangar party. Poker hands will be dealt, prizes awarded, and barbeque will be held.*

**AVIATION RELATED PRIZES INCLUDING:**

♣ Various locations for overnight stays!

♣ Aviation Fuel! ♣ Cash Prizes and MORE!!!

NOTE: BBQ tickets should be purchased before March 9<sup>th</sup>. On the day of the event, BBQ tickets will be sold at Rosamond based on available food.

♣For additional info. – Please contact Elle Coussens at (661)256-4357/948-5960 ☎

Last Month's Meeting

EAA Chapter 1000

Flight Test Museum, Edwards AFB CA

1700, January 16, 2001

Gary Aldrich, Presiding

Schmoozing, Visitors, Announcements, Old Business, New Business

Once again, we skipped this step, other than a brief moment at the end to remind those present to pay their dues (*this means you too!*) and to announce that **Operation Rubidoux Sundown IX** would take place on 24 February 2001. As the official notice from EAA Chapter 1 had just arrived earlier that day, your chapter board had already decided that we would “pay them a visit” on the appointed day whether they called a fly-in or not. Hopefully the leadership of Chapter 1 will be sufficiently stable that the **Project Police** will not have to declare martial law.

Program

The program, starting promptly at some time shortly after 1700-ish, was a tour of the Flight Test Museum led by curator **Doug Nelson**. Doug let us in on the secret that studies have shown that people entering a room turn right, so they set up the museum to play into this tendency. (*Come to think of it, the Air Force Museum in Dayton OH turns right initially...*)



Doug Nelson, Curator, addresses the PPOs

Doug explained to us that in the Air Force’s museum program, everything is “owned” and controlled by the Air Force Museum in Ohio, regardless of who collected it. He told a story of putting together a museum with little money and primarily voluntary labor.

The opening gallery had some interesting exhibits shown under F-16 and F-4 canopies. Much of this exhibit has traveled the country. Above these exhibits is the Bell X-1 replica that toured the country in 1997.

Around the corner (to the right) was a display honoring Glen Edwards (imagine that!). In the case was Edwards’ 50-mission crash hat, which had been purloined from the Edwards O-Club (back when it was an O-Club) and found by an Air Force officer in a friend’s house in

Arizona. It was donated to the museum no questions asked.



The assembled masses at the Glen Edwards exhibit

Continuing around to the right was an A-37, retired several years ago from spin duty at the USAF TPS. Clearly emblazoned on the side was the name “LT COL J. PAYNE”, none other than Chapter 1000’s own JP (who was in attendance). Seems his name was on it when it was retired, and the museum kept it there. Other displays included a delta winged X-15 wind tunnel model (with about a billion pressure tap tubes unceremoniously cut off—hate to trace those now—or then, for that matter) and the first F-16B, painted up in the style of the original YF-16.



Mike Machat describes his mural

At this time we got to one of the most impressive displays of the museum—the 10’x20’ mural “The Golden Age of Flight Test” by **Mike Machat** (*prints available in the museum Gift Shop*). Through outstanding planning on the part of the **Vice Kommandant**, this tour was being held on the very day that Mike was at the museum doing maintenance on the mural. As such, Mike was pressed into service telling us about his largest work (not counting commercial airliners). This was a real treat for all involved, since he had told us the story of its conception at our meeting last November. The mural has the obvious airplanes, plus many very small airplanes scattered around

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the mural. Included in this group are Mike's own Blanik glider over Rosamond, Chuck Yeager in the X-1A spinning over Tehachapi after reaching Mach 2.5, and depictions of several major scenes from "Toward The Unknown," the 1950's movie largely responsible for getting Mike interested in aviation and the flight test world at Edwards. (*Later at the BK Lounge, it was suggested that for a future meeting we gather at the theater in the museum for a screening of Mike's uncut copy of this movie—stand by for details*) The last subtle point shown by Mike was an F-18 in honor of a Naval Aviator who Mike first met many years ago who had saved his nickels and dimes from a paper route to buy a print of "Return From Mach 6," Mike's first print after leaving Douglas. As Mike was finishing the mural, he heard that this man had graduated from pilot training and would be flying the F-18.

Across the wall from the mural was a collection of ejection seats. Doug Nelson had been an ejection seat technician when on active duty, and told us a few stories which let us know there were many more where those came from. (*It has also been suggested that we have Doug back for another meeting to speak on the history of ejection seats.*)

The final stop on our tour was the wall of 1/72 scale models signifying the timeline of first flights at Edwards. There are several still missing, so if model building is your bag, contact the museum to find out what they need.

The tour was enjoyed by all present. We didn't cover the aircraft outside since it was getting dark by the time we started. Maybe we can do that for a summer meeting's program. (*Did you get that, George? Three (3) meeting program suggestions in one meeting's minutes!*)

### Aftermath

Following the tour, the assembled masses disassembled and partially reassembled at the BK Lounge, where all of aviation's problems were solved. Of course, since the solutions are CLASSIFIED PPSNTK, we can't tell anyone what they are.

- Erbman

Psuedo-Secretary

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### Kommandant's Korner

I trust everyone is prepared for *Operation Rubidoux Sundown IX*...arguably the longest running and most successful *Project Police* operation ever planned (?) and executed. As always, the "op" will be staged out of our various deployment locations with an IP (initial point) at the secret *PPTAF* provisioning depot (sometimes known by the code letters "APV"). Troopers **Harband, Kelly, Irvine**, and I checked out the newly renovated facilities a couple of weekends ago on a marginally nasty Saturday in conjunction with the post-annual FCF on the Fightin' Skywagon. We're glad to report that both the VC-180 and the restaurant should be up to the task. Further marching orders are posted on the Chapter Website.

In other news, I was honored to be offered a ride in **Paul and Victoria Rosales' RV-6A**. He taxied by while I

was securing my hangar and reported that he was trolling for passengers. After a millisecond or so of deliberation I clambered up on the wing and settled in to his comfortable "tall-guy" cushions. They, of course were still warm, as they have been since the Fourth of July. The Hobbs meter was ticking over 300+ hours! The aircraft flew just as nice as it looks, and I was very impressed by the handling qualities and outstanding performance. I predict more awards for this fine example of sport aviation, and I wouldn't be too surprised if it showed up at RIR with a **PPTAF Air Assault Vehicle** tag in the window.

Speaking of awards, more Kudos to Vice Kommandant George for the "First Flight" recognition at last month's Chapter 49 banquet. The mighty Pulsar is making measured progress through its fly-off period and while it's unlikely to be in the Rubidoux assault formation this time, George reports that the testing is going very well, with no surprises, and that he is getting very comfortable with its handling qualities. The Force will, no doubt, be taking advantage of its low RCS and stealthy construction to lead future operations.

Fly Safe and Check Six!

- Gary Aldrich

Kommanding

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### Project Police Aircraft Spotters Quiz

And the answer is...**Polikarpov I-15**. This was a Russian fighter in the Spanish Civil War and the early portions of "The Great Patriotic War," better known as World War II in western longitudes. Very unusual was the use of a gull wing for the upper wing instead of cabane struts.

If you haven't heard of Comrade Polikarpov, don't be surprised. Seems he didn't get along with the Communists too well, and probably the only reason they didn't just knock him off was they needed him more to design airplanes.

**Project Police Master Aircraft Spotter Jim Piavis** sent in his (as usual) correct answer:

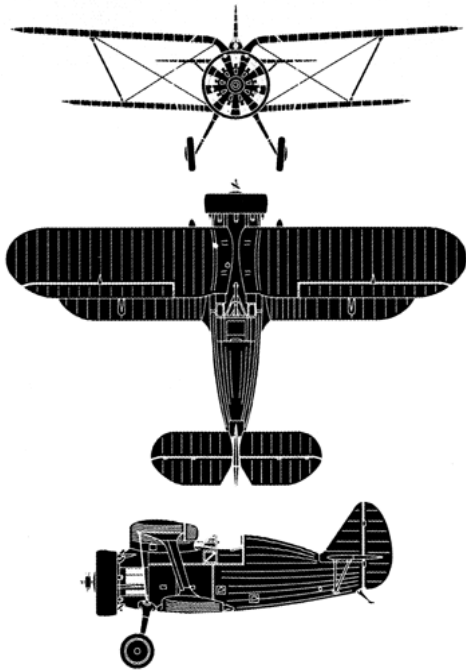
"Pretty sneaky. Thought I'd bite on the Polikarpov I-153. Not so! Although closely resembling the I-153, I submit that the pictured aircraft is actually the I-15, forerunner of the I-152 and I-153. Unfortunately, the I-153 had a straight upper wing, but not the I-15. Now if the pictured a/c had retractable gear, then you'd have the I-153.

I just returned from New Zealand and the Wanaka airshow (where the Pacific Flyer Polikarpov's originate) seems to be a big deal.

PS. See <http://www.dalnet.se/~surfcity/> which has some great info on WWII biplane fighters.

Jim"

Just my luck—I publish this aircraft just as Jim happens to be in the country of the only surviving example.



May 12	Rosamond	9:00 am
Jun 16	Fox Field	8:00 am
Jul 14	Tehachapi	8:00 am
Aug 11	Fox Field	8:00 am
Sep 15	Cal City	8:00 am
Oct 13	Fox Field	8:00 am
Nov 17	Rosamond	9:00 am
Dec 15	Tehachapi	9:00 am

Happy flying, and may this be the most successful Young Eagles year ever!

- Miles Bowen  
 (661)822-0806 Home  
 (661)275-6528 Work  
 (661)972-5577 Cell  
 e-mail: mbowen@csurfers.net

**Skin Rashes and Airborne Nuisance Dust**

Experimental aircraft builders expose themselves to a variety of materials during the construction and finishing phase of their projects. The list includes: raw resin chemicals, noxious paint fumes and airborne irritants in the form of dust. Composite materials are generally considered the worst culprits, yet metal, wood, tube and rag construction materials all lend their fair share of health related challenges to the builder/flyer. We have all heard the familiar story about some hapless individual forced to sell their pet project due to their particular inability to get along with sensitizing materials (SM's).

By denying SM's entry into the body through the skin, lungs and eyes, builders can save themselves from the devastating effects of *projectus interruptus*. Symptoms of contact dermatitis include: itching, redness, pimples, blisters and formation of rough, flaking, cracking crust over the affected skin area. Inflammation may develop instantly upon contact with certain allergens, or be delayed several hours or days and last a couple of days to several weeks. It sounds like going through puberty a second time.

Each individuals reaction to a certain irritant substance will vary according to personal sensitivity levels, gender and even race. For example, males are more susceptible than women and light skinned people are more susceptible than people with darker skin pigment.

At the top of the list of potentially sensitizing materials are epoxy resin and polyurethane primers and paints. These are by far the two worst groups of offenders to watch out for when it comes to SM's. Epoxy resins systems contain small amounts of desirable chemical ingredients that give the resin toughness and heat resistance. Freshly mixed "resin systems" (resin+hardener) while still in the liquid state do a thing called outgassing or volatizing. This outgassing/volatizing accounts for the noxious fumes we smell and breathe as we lean over the layup area. The list of protective equipment includes: (1) activated charcoal filtered respirator, (2) latex or vinyl exam gloves, (3) lanolin based mechanics hand cleaner. I purchase respirators at local auto paint supply stores, hardware stores and tool supply stores or safety catalogs.



**Young Eagles Update**

Hi all,

Even though I was elected to the position of Young Eagles Coordinator in absentia, I have agreed to take the position with Dave McAllister helping me through the transition. If there is anyone out there who would like to help on a regular basis please get in contact with me. We need to have three or four ground crew that we can count on, especially someone who can run the laptop computer to print certificates. I also need someone who can take the lead for the two or three rallies that I will be unable to attend. Dave will probably help in most cases, but the more the merrier. I plan on continuing to be a YE pilot, and can provide a ride to the outlying airports if necessary.

Dave and I have worked out the Young Eagles schedule for 2001. The idea was to schedule rallies on the second Saturday after the first Wednesday of each month, except where necessary to avoid conflict with holidays or major regional fly-ins. Although it is my intention to send a reminder several days in advance of each rally, please print out the schedule and incorporate into you planner, post on refrigerator, etc.

If you are a newsletter editor, please publish the schedule in your next issue (*here it is...*). If you are an airport manager, please let me know if there are conflicts with any other scheduled events. In any case, always be alert for opportunities to invite new kids to rallies. If you need flyers and/or applications, call me.

Feb 24	Fox Field	9:00 am
Mar 17	Cal City	9:00 am
Apr 21	Fox Field	9:00 am

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The most comfortable respirators are the single filter kind with the filter mounted directly in front of the unit. Make sure it fits your face as comfort is the key. Adjust each strap for best fit, then tape each strap in place to avoid premature slippage. Readjust it periodically, wear it religiously and ignore the taunts of our more machismo brethren. The above mentioned locations are also good places to purchase exam gloves by the box or case. A box of 100 should cost six to seven dollars and never more than ten dollars. Do not buy exam gloves in onezies or twozies as cost will kill you first. I like to put on two or three pairs of gloves at a time just so I can peel off the outer pair and instantly have clean gloves ready to go. Wearing a single pair of thin exam gloves may allow entrapped fumes to penetrate moist skin through open pores. Eye protection will only keep drops from splashing into your eyes, yet do little to prevent allergic reactions. I'm no doctor and am not dispensing remedies. The best I can do is to advise you to flush your eyes with lots of cool water and see your physician. The same goes for skin rashes. Use only cool water, never hot water. If you must wash your hands with something, try a grit filled brand of lanolin based mechanics hand cleaner.

Polyurethanes actually smell good to some people yet polyurethanes (PU's) in the form of airborne paint vapors are far more dangerous to our health than epoxy. There are cases of individuals working with PU's only once before succumbing to a bizarre form of pneumonia as their lungs filled with pus. I don't know about you folks, yet it does not sound like a particularly sexy way to go. I have personally watched painters shoot polyurethane without any respiratory protection whatsoever. I believe they do it to get high on the fumes, thinking they are invincible or out of sheer laziness. Their attitude might be -- I can do it and get away with it, so there. Some other paints and primers to watch out for include: epoxy, acrylic, acrylic enamel, lacquers....

Fact of the matter is that all primers and paints should be treated with a great deal of respect. Not just for the sake of our own health, for the health of others as well. The rule here is use the PROPER protective equipment. The list of protective equipment includes: (1) activated charcoal filtered respirator, (2) dedicated forced air system, (3) latex or vinyl exam gloves (4) tyvek suits. I recommend that each EAA chapter have a fund raiser to purchase a forced air system for its members about to finish their aircraft. A forced air system is the only true way to protect against the short term and long term effects of polyurethanes.

Cleanup operations involve the use of industrial grade solvents and thinners. Solvent wiping parts with bare unprotected hands is the single biggest contributor to skin rashes/contact dermatitis. Acetone, MEK, MIBK, lacquer thinner, naphtha and even denatured alcohol act as "drivers", forcing epoxy and other chemical toxins through the outer layers of skin into the tissue below. Ultimately into the bloodstream on it's way to the liver and the kidneys where it has a tendency to accumulate. Cool, huh?! My solution is to wear a pair of solvent impervious gloves (usually butyl) when cleaning with solvents. When my old gloves wear out and I can not afford a replacement pair, I cheap out and buy a pair of thick dish washing

gloves at the grocery store. Cost of dish washing gloves \$3.50, Cost of liver transplant \$160,000.00.

My own personal experience with skin rashes occurred when I was first getting involved with composites. Prior to this I was working on metal aircraft where the amounts of solvents we were using were much lower. My big mistake was to wash uncured epoxy off my bare hands on a regular basis. Not every day, yet several times a week. Suddenly one day (after four months) my hands were intensely itchy and red. By the next day I looked like a leper with skin peeling off my fingers and palms. From that day on, I quit solvent wiping with bare hands. I even started wearing a respirator whenever I would use solvents to clean parts, tools and equipment.

Airborne irritants in the form of nuisance dust (see list) can have long term effects, that at first are barely noticeable, yet after years of exposure can cause brown lung in certain susceptible individuals. Why risk it when dust masks--particle masks are available at the modest price of \$25.00 or so for a box of twenty. Airborne lung irritants include: wood, aluminum, steel, carbon fibers, graphite fibers, glass fibers, micro spheres, amorphous silica/cabosil, flocked cotton, \*talcum powder, grinding dust from cured composites and grinding dust from carbide cut off wheels. Read the labels and the material safety data sheets (MSDS's) whenever in doubt.

If you experience itching and chafing during hot humid summer months, you want to do three things. First, wear cotton clothes to work in. Second and third, wash with cool water and vinegar. If you don't mind the cost of a gallon jug of vinegar, just pour the vinegar over your exposed body parts before showering with cool or room temperature water. Don't forget the soap. If you are one of those people that gets covered from head to toe in a thick layer of fiber glass, you may want to try the space suit route.

\*Talcum powder by law allows a certain percent of asbestos. Yes asbestos. And we put this stuff on our babies.

- Roy Bailets

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## THE TAILDRAGGER

*(Submitted by the Kommandant to raise the literary level of our membership...)*

Taildragger I hate your guts,  
I have the license, ratings and such,  
But to make you go straight is driving me nuts  
With hours of teaching and the controls in my clutch  
It takes a little rudder, easy, that's too much.

You see, I learned to fly in a tricycle gear  
With one up front and two in the rear.  
She was sleek and clean and easy to steer  
But this miserable thing with tires and struts  
Takes a little rudder, easy, that's too much.

It demands your attention on the take-off roll

Or it heads towards Jones's as you pour on the coal.  
Gotta hang loose, don't over control.  
This wicked little plane is just too much.  
With a lot of zigzagging and words obscene  
I think I've mastered this slippery machine  
It's not that bad if you have the touch  
Just a little rudder, easy, that's too much.

I relax for a second and from the corner of my eye,  
I suddenly realize with a gasp and a cry  
That's my own tail that's going by.  
You ground looping wreck; I hate your guts,  
Give a little rudder, Great Scott, THAT'S TOO MUCH.

Author Unknown

**Report From ASAP**

TO: RUSS ERB  
EAA CHAPTER 1000  
FM: JENNIFER AND JOE WARE  
AnyWare SpaceWays Apex Project (ASAP)  
RE- MEMBERSHIP  
Please find my check, enclosed, for \$20.

**TOP SECRET; UMBRA  
EYES ONLY; AND LIKE THAT**

In the AnyWare SpaceWays Skunk Works (my workshop in the garage), we're building an ornithopter (the A.S.A.P.-III) out of some very high tech 2x4s, wooden wheels, hemp rope and rubber bands, with V-belt reduction from an old compressor motor -- donated by a sub-contractor who says his motive was altruistic and doesn't want us to mention his name in connection with the project.

AnyWare SpaceWays is aware that in the past other companies have had trouble getting their ornithopters to actually fly, but we feel we have a design innovation that will make all the difference: an articulated canard as well as articulated main wing.

We have made preliminary test runs around this cul-de-sac, and have determined we do not have a problem with nose wheel shimmy and that the ground speed of about two knots is just about right. We did not test the wings, as they are not built yet -- but DONT YOU WORRY: we are members of the *Project Police*, and we'll watch ourselves. If we get lazy, we'll give ourselves a citation.

We'll keep you informed.

**Jen** Chief design engineer, construction officer.  
**Joe** Chief test pilot, bringer of Diet Cokes on ice.

**TOP SECRET; UMBRA  
EYES ONLY; AND LIKE THAT**

**Update Your E-Mail Address Books!**

Please note the following new e-mail addresses for your chapter board. These addresses are effective immediately and override previous addresses.

Doug Dodson dodsond@qnet.com  
Russ Erb erbman@pobox.com

**In Search of Hangar Space...**

I have two little self-build projects running around at home (TT 8 months and 23 months respectively) which are dying to help Daddy build his airplane ALL of the time they are awake. I've come to the conclusion that if I am going to complete my RV-6 in the next couple of years I'm going to need to move my workshop out of my garage. Does anybody have any significant workshop/hangar space available (or know of any) that I could lease to complete my RV-6 kit?

Please reply.

- **Dave Webber**  
dave.webber@dfrc.nasa.gov

**Web Site Update**

As of 10 February 2001, the hit counter stood at **53909**, for an increased hit rate of 44 hits/day for the last month. Maybe it was as a result of the article on the Chapter 1000 Standardized Work Tables in the February 2001 *Sport Aviation*.



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**

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

**Feb 24: Operation Rubidoux Sundown IX**, Flabob International Airport. (661) 258-6335

Feb 24: Young Eagles Rally, Fox Field, 9:00 a.m. (661) 822-0806

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

Mar 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Mar 17: Young Eagles Rally, Cal City, 9:00 a.m. (661) 822-0806

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

Apr 4: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

Apr 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Apr 8-14: Sun 'N' Fun EAA Fly-In, Lakeland FL.

**Apr 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Apr 21: Young Eagles Rally, Fox Field, 9:00 a.m. (661) 822-0806

May 19: Tenth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA.

**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:

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 Vice President George Gennuso: pulsar1@qnet.com  
 Secretary (volunteer for this job!)  
 Treasurer Doug Dodson: dodsond@qnet.com  
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**C/O Russ Erb**

**6708 Doolittle Dr**

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**ADDRESS CORRECTION REQUESTED**

**THIS MONTH'S HIGHLIGHTS:  
 MEETING 20 FEB AT TPS  
 DUES ARE DUE! PAY UP! \$20  
 SKIN RASHES/AIRBORNE DUST  
 YOUNG EAGLES SCHEDULE**



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