



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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April 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:



CHAPTER 1000 GRILL OPERATIONAL TEST AND EVALUATION

Tuesday, 17 April 2001
1800 hrs (6:00 PM Civilian Time)
High Cay (4431 Knox)
Rosamond, CA

As most of you probably know by now we have a brand new Chapter 1000 barbecue. Designed and hand crafted by our own Newsletter editor **Russ Erb**, with a little help from yours truly. Now, as with all Chapter 1000 accomplishments, a celebration of our obvious good fortune must be had, and an official operational test and evaluation (OT&E) of this new apparatus will be the focus of the April meeting. We need to be sure it is up to Chapter 1000 standards before the fly-in next month.

That's right tube steak aficionados, the next meeting will be held at the former Area 29, code name "High Cay" (don't read this out loud, we might have to kill you...and if you do read it out loud, the second word is pronounced "key"—check your dictionary). **Doug (Opie) and Gail Dodson** have graciously offered to let us use their house at Rosamond Sky Park (see the map) for this first annual (?) event.

We intend to give this complex bit of cookery a thorough wringing out with a good old-fashioned weenie roast. I'll be passing out the test cards to all who would like to "give her a try" (so to speak) and collecting the comments and squawks should there be any. Hard to

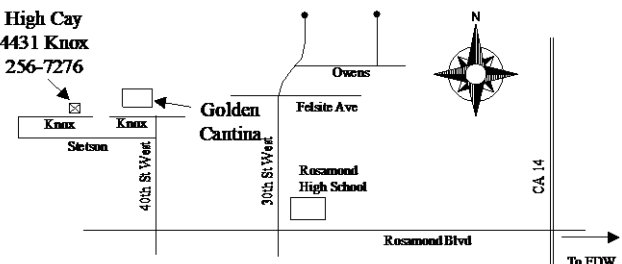
believe that Chapter 1000 is putting on such a "High Falutin" event isn't it?

As stated above the catch of the day for this affair is the weenie, also known as the tube steak, Frank Furter, hot dog, and an assortment of other catchy names, but don't let that stifle your creativity. Said barbecue is designed to cook any and all types of foods in need of grilling. So, bring that shrimp over and toss it on the barbie, mate, or anything else that you'd like to eat, for that matter. We'll support you with some nice hot coals. We also have some condiments left over from last year's **Scotty Horowitz Going Away Fly-In** and Doug and Gail say there's some beer in the keg for those of you so inclined, and a few cookies to boot.

This gala event is going to start a little later than usual, because we will have some guests coming over from a hangar tour. It looks like **1800** will be the start time. So, come on out and enjoy. This is the first time we are doing this and it sounds like it will be a remarkable event in one way or another. We'll figure out which way after it's over.

- George Gennuso
Vice Kommandant

High Cay
4431 Knox
256-7276



Tenth Annual Scotty Horowitz Going Away Fly-In 19 May 2001 at Rosamond Skypark



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

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 2000 Chapter Roster in the May newsletter.

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB
1700, March 20, 2001

Gary Aldrich, Presiding

Schmoozing

We met. We schmoozed. We told stories, some of which were even true. We talked about you. What did we say? If you had bothered to show up, you'd know!

Visitors, Announcements, Old Business, New Business

At approximately the appointed time, we herded the assembled members into the auditorium. We had one visitor, whose full name I never got (*geez, if we had a real secretary...*).

Program

This month's presentation was two-fold. We couldn't find the "Chapter Views" video with our favorite EAA HQ staffer Bob Mackey, so we went directly to our other video presentation, which was classified *PPSNTK*. After securing the auditorium, the video was started.

This video was sent to us by a guy who is either in San Diego or Indiana (it wasn't real clear). He is a self-proclaimed Private Pilot (*oohs and aahs from the crowd*) and Government Black Budget Program Researcher for the Citizens Group for Accountability in Government (or something like that). He presented four questions that he claimed would be answered in this video, such as "Is NASA a front organization for secret government projects?" which he, of course, never told us what his answer was. He went through a slide show detailing various secret projects and alien spacecraft, culled from such impeccable sources as *Popular Mechanics* and *Aviation Leak and Secret Technology*. Thank God he hasn't discovered the Internet yet or all of our secrets would be exposed. For instance, did you know that the leading and trailing edges of the B-2 are electrically charged, which is obviously some form of anti-gravity device? The shock and surprise of the assembled group was overshadowed only by the guffaws and disbelief. Some people apparently believe this stuff. Then again, the *National Enquirer* is still in business.

After this exciting revelation, we moved on to the second part of the program, which was *Project Police* show and tell. The **Kommandant** led off with a

Powerpoint slide show, thrown together that day with the help of his snazzy digital camera. He talked about the recent mods to the *Fightin' Skywagon*, including the installation of inertia reel shoulder harnesses and rework on the cowling, including a nice touchup on the paint job done with the help of **George "The Knife" Gennuso**.

Bill Irvine gave a demonstration of a metal shrinker/stretcher that he had bought several years ago because it was "cool" and had a good price. He had recently pulled it out and used it to make some parts for his firewall.

Russ Erb passed around one of his aileron balance tubes and told the story of trying to fill it with enough lead to get enough weight in it without causing a major toxic waste incident or massive burns from molten lead. The key to success was hammering lead wool (much like steel wool, but lead instead of steel) into the tube a little bit at a time.

George Gennuso was called to the floor, expected to give an update on the Pulsar. Instead he gave a report on the first flight of the Chapter 1000 grill. Come to the April meeting to see it for yourself.

We would have had a report from **Doug Dodson**, but he had been called away by the Commandant (the one who runs TPS) and was not available to update us.

Aftermath

Having no other prescribed business, the assembled masses disbanded and reassembled at the local Burger King, where once again great strides were made toward solving aviation's and the world's problems. However, no one recorded the solutions, and by the next morning none of us could remember them either.

- **Erbman**

Psuedo-Secretary

Kommandant's Korner



Spring has sprung! With the return of Daylight Savings Time comes longer days, brighter evenings, and more opportunities to enjoy sport aviation. I hope you'll join your fellow Chapter members this month on one of those brighter evenings when we officially welcome the newest piece of *Project Police* hardware...the Chapter 1000 Grill. If you haven't had the opportunity to attend a Chapter gathering in a while this will be an excellent time to renew your acquaintances and catch up on the latest aeronautical exploits of the membership. If you've been slaving away on your flying masterpiece in a cold, dark garage or hangar; take a break and come out to Rosamond Skypark for an enjoyable Spring evening.

This first annual Chapter 1000 weenie burn is a warm up for the tenth annual Scotty Horowitz fly-in to be held in May. Once again, we will be expecting some help from the general membership to execute this laid-back and fun event. It's not fair to you, the "average" member, for the Board to monopolize all the planning and preparation. STAND UP, I say, and demand an opportunity to share in the work!

See you at "High Cay"!

- Gary Aldrich
Kommanding



Young Eagles Update

(Okay, so it's a little late...don't blame Miles...)

The Inyokern rally on January 20 was a very successful kickoff for the year, with a total of 34 Young Eagles flown. The following pilots participated in the Inyokern rally:

<i>Pilot</i>	<i>Aircraft</i>	<i># YEs</i>
Shel Simonovich	Mooney M20E	2
Mark Pirtle	Cessna 172	3
Wen Painter	Cessna 182	4
Herb Carlson	Cessna 172	4
Brian McMahon	PA28-180	4
Mark Backes	Stinson 108-3	3
Dick Monaghan	Luscombe 8A	2
Ozzie Levi	Bellanca Cruisair	2
Mike Stauber	Long EZ	2
David Orr	Long EZ	2
Ed McKinnon	Mooney	3
Doug Dodson	Mooney M20	2
Lynn Crawford	Long EZ	1

I was unable to attend the rally, and didn't get a list of ground crew.

Your efforts are greatly appreciated.

(fast forward to March...)

We had a perfect day for the Young Eagles Rally at Cal City last Saturday (St Patricks Day)! The weather was delivered as ordered (clear, warm, and calm), and there was a fantastic turnout of Young Eagles, ground crew, and pilots.

The following pilots and airplanes flew Young Eagles at Cal City:

<i>Pilot</i>	<i>Aircraft</i>	<i># YEs</i>
Miles Bowen	Cessna 170B	8
Bill Hoverman	Mooney M20K	10
Doug Dodson	Mooney	10
Dick Monaghan	Luscombe 8A	4
Wen Painter	Cessna 182	9
Shel Simonovich	Mooney M20E	6
Ozzie Levi	Bellanca Cruisair	4

Total this rally.....51

Total this year.....85

We were also ably assisted by the following ground crew:

Len (didn't get last name)
Kelly Tellez

Dave & Kristin McAllister
Gail Dodson
Jo Ann Painter
Dave and Brooke Webber

Many thanks also to Tom and Charles at the Cal City airport.

Our next rally is at Fox Field in Lancaster on **April 21 at 9:00 am.**

Rallies for the remainder of 2001 have been scheduled as follows:

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

In addition, we have been invited by Dean and Bev Vander Wall to put on an extra rally on April 28 at Lone Pine, in conjunction with a fly-in and "Airport Interest Day". A BBQ is being planned for Saturday evening, and transportation is being arranged for those wishing to stay over. I will send more details as they become available.

- Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator
mbowen@csurfers.net
(661)822-0806 (home)
(661)275-5698 (work)

Project Police Aircraft Spotters Quiz

We had one correct answer for last month's mystery airplane. It came from **Graham Byass** at EAA Chapter 1000 Det 10, Perth, Australia. He writes:

"I believe that the aircraft in the March 2001 Newsletter looks very much like a DeHavilland Drover. This aircraft was made in a limited quantity in Australia - I think in the 1950's - and was powered by 3 Gypsy inverted aircooled engines. I think that they were Gypsy Major engines of 135HP. These aircraft were used by the RFDS (Royal Flying Doctor Service) to service the outback medical requirements.

If this is not that aircraft then it looks remarkably similar to me.

By the way, assuming I am right in my hunch that it is a Drover here are a few more specs:

Type DHA-3 DROVER

8 seat aircraft based on the DH Dove twin

20 built between 1949 and 1953

Max speed 158 MPH

Cruise 140MPH

Range 900 Miles

Some aircraft were later modified to use 3 x Lycoming O-360's"



The de Havilland DHA-3 Drover Commercial Monoplane (three 140 h.p. D.H. Gipsy Major engine).



The de Havilland DHA-3 Drover Commercial Monoplane (three 140 h.p. D.H. Gipsy Major 10 engines).

Lee Erb, who started this silliness, sends the following info:

DHA-3 Drover

De Havilland Aircraft Proprietary, Ltd., Bankston, N.S.W. Australia

Drover: n., A person who takes a drove of animals to market; A cattle dealer.

Copied from Jane's 1949-1950:

After the war (WWII) the company decided to undertake the design and development of a replacement for the D.H. Dragon to meet Australian conditions and the many safety requirements introduced by recent legislation, of which the principal and most difficult is the maintenance of a satisfactory rate of climb with one engine inoperative. A number of layouts were investigated and finally a three-engined all-metal monoplane incorporating the well-established structural features of the Dove and a simple non-retracting landing gear was decided upon.

The DHA-3 Drover light commercial transport has been flying for over twelve months and the results of very comprehensive tests have been satisfactory. The aircraft has completed successfully the flight trials for the Type Approval Certificate and production has now begun at the Bankston factory. Deliveries were due to commence in April 1949. Although the Drover, which is described below, has been specifically designed as a passenger aircraft the construction is such that it may be readily converted for operation as a freighter or ambulance.

Type -- Three-engined Commercial monoplane.

Wings -- Low-wing cantilever monoplane. All-metal structure with stressed skin covering. Gross wing area 325 sq. ft.

Fuselage -- All-metal structure.

Landing Gear -- Non-retracting tail-wheel type without hydraulic or pneumatic services. Main wheels have rubber-in-compression shock absorbers. Wheel brakes are of hydraulic type but without power actuation. Oversize wheels and tyres. Wheel track 14 ft.

Power Plant -- Three 142 hp D.H. Gipsy Major 10 four-cylinder in-line inverted air-cooled engines, one in the fuselage nose and two in wing nacelles. Variable-pitch

airscrews operated electrically from cockpit. No automatic governors fitted. Fuel capacity 90 Imp. gallons. Oil capacity 9 Imp. gallons.

Accommodations -- Pilot and from six to eight in accommodations similar to that of the Dove. In six-passenger version toilet and large baggage compartment are provided. In eight-passenger version toilet is eliminated and baggage space reduced.

Dimensions -

Span	57 ft
Length	37 ft
Height	9 ft 9 in
Wing area	325 sq ft

Weights and Loadings -

Weight empty	4,100 lb
Fuel and oil	730 lb
Crew	170 lb
Payload and radio	1,500 lb
Weight loaded	6500 lb
Wing loading	20 lb/sq ft
Power loading	14.95 lb/hp

Performance -

Cruising speed	140 mph at 5,000 ft
Rate of Climb at sea level	800 ft/min
Rate of climb on two engines (T.O. power)	200 ft/min
Take-off to 50 ft in still air	520 yd
Landing distance from 50 ft	550 yd

And More From Det 10

With his successful entry in the **Project Police Aircraft Spotter's Quiz**, Graham Byass also sent an update on his project (Zenith Zodiac):



"By the way I have at last finished part of my aeroplane - the centre wing section is now complete although the top wing skin cannot be put on until the fuselage is built."

By the way, if you're wondering who this Australian guy is, be sure to be at the July meeting. He will be visiting us on his way to Oshkosh.

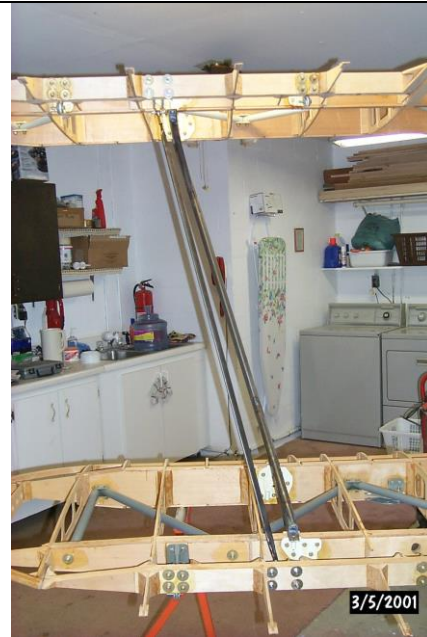
Chris Shearer Sets Up Shop (again...)

As you may recall, **Chris and Lisa Shearer** recently moved to Melbourne FL at the request of the government. Being the excellent **Project Police Officer** that he is, he

sent us some pictures to show us how it's going. Needless to say, working in a 3-car garage has some advantages over working in a 1-car garage.

As you may recall from our last newsletter, Chris is building an Acroduster Too, which is what you get when you take a Starduster Too and shrink it without changing any of the tubing sizes. While at Edwards he had the fuselage in the garage with "modern art" (looking suspiciously like wing, aileron, and tail structure) hanging in one of the bedrooms.

Hopefully his building rate will pick up, now that he doesn't have **Erbman**, the **Kommandant**, **Opie**, **Hojo**, **Beaker**, **Budman**, **Phil** and all of the other TPS staffers constantly giving him alternate methods to occupy his time. So, let's see, he should be done by...the next newsletter...right?



Left Upper and Lower wings, showing the I-Strut, Slave Strut, Upper and Lower ailerons, Compression tubes, aileron hangers, and aileron bellcrank.



Bottom Left Wing, Front Spar, Looking aft from leading edge of wing, I-Strut to Wing Fitting - The hole seen drilled is for the internal flying wire fittings.



Bottom Left Wing, Front Spar, Looking forward from trailing edge of wing, I-Strut to Wing Fitting - The hole seen drilled is for the internal flying wire fittings. The bottom tube is approximately 1" long, 7/16 x 0.095, drilled and tapped for 1/4 x 28 bolt. A ring will be made with 1/4 x

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28 threads to screw into this fitting for tying the airplane down. When hangered the ring can be removed. The idea came from Jim Sweeney's RV-6A.



Bottom Left Wing, Rear Spar, Looking forward from trailing edge of wing, I-Strut to Wing Fitting, Slave Strut to aileron. Note: The white fitting was originally half that size. However, because the plans were intended for external fittings, and I did not plan ahead for the differences, the original location of the white fitting would have given the I-Strut about 5 degrees of side slip. The holes for the four bolts on the right had already been drilled and I did not want to compromise the strength of the spar, so the fitting was made larger to allow the I-Strut to be parallel to the wind.



Top Left Wing, Looking Forward from Trailing Edge – Slave Strut, Slave Strut Control Horn, I-Strut, Wing to I-Strut Attachment Fittings, Compression Tubes, Aileron Hanger Brackets



Top Left Wing, Looking Forward from Trailing Edge, Outboard to Inboard Perspective – Slave Strut, Slave Strut

Control Horn, I-Strut, Wing to I-Strut Attachment Fittings, Compression Tubes



Top Left Wing, Looking Forward from Trailing Edge, Inboard to Outboard Perspective – Slave Strut, Slave Strut Control Horn, I-Strut, Wing to I-Strut Attachment Fittings, Compression Tubes



Front of Aircraft, Looking Left Side to Right Side - Cabanes



Front of Aircraft, Looking Left Side to Right Side – Left Rear Cabane Attachment Point

There are more pictures, but that's all I have room for this month.



Corrosion Control: New AC 43-13

The new 1998 AC 43-13B has 44 pages on corrosion control whereas the 1988 AC 43-13A had only five pages. Apparently each paragraph in AC 43-13A has been increased to a chapter in AC 43-13B. The compilers are to be commended. It is apparent that they have integrated many sources including some of the old MS documents and thus indicating their willingness to forget the FAA NIH (Not Invented Here) factor.

There are a few instances where previous publications in Chapter 1000's *Leading Edge* have covered corrosion subjects in more detail. Over the next few months various subjects will be reviewed to see if further publications may be appropriate for more information or clarification.

In the meantime, the new AC 43-13B is well worth the \$22.50 that I paid for it at Air Source One, Meacham International Airport, Fort Worth, TX. It is twice the size of the AC 43-13A. *(For a buck and a half (the cost of a CD-R disk) I'll be happy to burn you a copy of it in PDF format, as downloaded from the FAA website. It's 14.1 MB if you really want to download it yourself)*

- Lee H. Erb

EAA Chap 1000 Det 5, Arlington, TX Chap 34
LeeErb@Compuserve.com or (817) 275-8768

Charleen Beam Checks (pun?) In

5 Feb

Hi Opie,

Sorry it took me so long to get these dues to you this year—it's been a very busy few months. I sprained my knee skiing, then got the flu—I quit my job I hated and decided to go back to teaching—I'm going to be a substitute for Long Beach Unified—that is, whenever they get all my paperwork sorted out—for now I'm a woman of leisure and am enjoying while I can—even found time to go flying yesterday. Please say hello to all my pals—I miss my Rosamond friends.

Take care,

- Charleen

Whither the S-10

(Bruce Wright was one of the founding members of EAA Chapter 1000. He built and flew a RANS S-10. I had my first chance to practice fabric covering on his airplane while we were at Det 2 in Colorado Springs.)

From: Russ and Penny Erb <erbman@qnet.com>
Date: Mon, 19 Mar 2001 07:13:24 -0800
To: "Wright, Bruce" <jwright5@satx.rr.com>
Subject: Usin' what you taught me...

Remember those days in your basement and on your porch trying to cover your airplane when the Poly-Tak dried so fast you couldn't even brush it on before it dried?

Well, last night I fabric covered my first aileron up through the heat-tauting stage. I'm beta-testing a new water-borne system for Poly-Fiber, but the part I've done so far was just like yours, attaching the fabric with Poly-Tak. Since the temperature was closer to 70 degrees, it was workable a bit longer.

Russ

Russ

It pains me to say this, but the plane has been sold (sniff). There were several things that went into the decision, but the last straw was ANOTHER engine rebuild. That makes TWO rebuilds within 10 flying hours (this time it wasn't a seized engine, just burned pistons and an internal oil leak). The lesson learned is that I will not trust my life to another two stroke engine in an airplane.

Another very disturbing problem was vandalism in the hangar. It looks like someone at the Kittyhawk Ultralight Airpark liked my canopy latch so well they broke it while trying to duplicate it. No one at the field admits to seeing anything although one guy said he saw some kids "looking" at some of the planes. The end result is that a retired AF guy made me an offer and I decided that it was enough for me to start a new airplane fund with. I don't know yet if I will buy a Citabria for fun flying or start on a new experimental kit. Right now the only thing I am sure about is that whatever plane I get will have a Lycoming or Continental...

Bruce

p.s. I'm glad the fabric covering experience came in handy. Fabric covering really is a simple process but the temperature/humidity interaction can certainly make life interesting. You have a HUGE project there, it looks like it is progressing well though. I am looking forward to seeing some more of your project pictures on the Chapter 1000 web site.

Web Site Update

As of 8 Apr 01, the hit counter stood at **56367**, for a hit rate of 43 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 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., High Cay, 4431 Knox, Rosamond CA. (661) 609-0942

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

May 2: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

May 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

May 15: EAA Chapter 1000 Monthly Meeting. Jon Sharp's Hangar, Mojave Airport. Details in newsletter. (661) 609-0942

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

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

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

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

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

Jul 11-15: Northwest EAA Regional Fly-In, Arlington WA

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

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

Jul 25-31: EAA AirVenture '01 Fly-In Convention, Oshkosh WI

Aug 1: No EAA Chapter 49 Monthly Meeting

Aug 7: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Aug 14: 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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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-258-6335, 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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ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:
MEETING 17 APR AT HIGH CAY
MYSTERY AIRPLANE REVEALED
SHEARER ACRODUSTER PIX
NEW AC43-13



The Leader In Recreational Aviation