



# 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>

**June 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:



### RV-4's and Rockets

**Speaker: Mike Lamb**

**Tuesday, 19 June 2001**

**1700 hrs (5:00 PM Civilian Time)**

**USAF Test Pilot School Auditorium**

**Edwards AFB, CA**

Well, this month is for all of you RV builders out there. Our guest speaker is Mike Lamb. Mike has built two RV-4's and his latest project was a Rocket based on the RV-4. Mike is going to share what he learned building the first RV-4 and how all of those lessons were incorporated in the second RV-4. He is also going to tell us about the Rocket kit and the modifications that were necessary to transform the RV-4 into a Rocket.

This is going to be a very informative meeting, especially for the RV and Rocket builders...**are you listening Miles?** It's your chance to ask Mike question about every facet of construction. Mike has come up with several processes to improve the construction of the RV's, and one novel way to paint the trim on the airplane that he shared with me. You know how hard it is to get the trim the same on both sides of the airplane? Well Mike solved this in a unique way. He made an overhead slide of the airplane and drew the trim on the slide. Then he went out to the hangar with the slide and an overhead projector. When it got dark he projected the slide with the paint trim onto the side of the airplane and adjusted it until he had what he wanted. Then he masked it off following the

projected lines on the airplane. With that side done he simply turned the airplane around and flipped the slide over and masked it off following the projected lines on the airplane as he did on the first side to get it perfect on both sides.

Mike has lots of building tips to share with us, so come on out and welcome Mike to our next meeting. As always, we will have schmooze time with chips, dips and the required Chocolate Chip Cookies (C<sup>3</sup>) before the meeting. Afterwards we'll all head over to the BK Lounge for some sumptuous eating and Aeronautical problem solving.

**- George "Knife" Gennuso**

*(Someone take notes, since I'll be in Texas during the meeting—ed)*

### e-Newsletters—Faster, Better, Cheaper

As many of you saw last month, we now have the technology to distribute this newsletter via e-mail in the popular PDF format. This allows you to receive the newsletter on your computer and view it using Adobe Acrobat Reader (Version 4.0 or later), which is available as a free download. You get the newsletter in the same format you know and love, and the pictures are now in color. You'll even get it earlier, since you don't have to wait for the printing and mailing process. Of course, you'll save the chapter the cost of printing and mailing as well.

If you wish to opt in for receiving your future newsletters solely by e-mail, send an e-mail message to your newsletter editor at [erbman@pobox.com](mailto:erbman@pobox.com) stating your desires. If you would rather not have the newsletter clogging up your low-speed Internet connection, then send an e-mail stating that and we'll take you off of that list and keep sending you the paper version. If you have been getting the e-mail newsletter and the paper version and wish to continue doing that, then do nothing.

### 10th Annual Scotty Horowitz Going Away Fly-In

On 19 May 2001, right on schedule, Chapter 1000's annual big bash was held at Rosamond Skypark. For the tenth year in a row, we gathered to send Chapter 1000 charter member **Scott Horowitz** off to be an astronaut with NASA. Of course, Scott was unable to show up this year because his NASA handlers thought it was more important for him to attend some training for his upcoming mission as Commander of the Space Shuttle than to attend his namesake event. Of course, that never stopped us before from having a good time anyway.



Here we see Vice Kommandant George "Knife" Gennuso operating the highly complex grading equipment used in judging the spot landing contest. George and Russ "Erbman" Erb graded the landing prowess of numerous pilots. It was amazing how many pilots were short of clues or skill as their scores were recorded simply as "Unscoreable at 12."



George also served in his standard role as the official **Project Police Grillmeister** grilling up (hot) dogs, hot links, and various forms of sausages on the new EAA Chapter 1000 Grill. John "Bushman" Bush looks on as the self-appointed Quality Assurance rep.



In the interest of preventing a single-point failure, George ensured that **Randy Kelly** was properly trained in the art and techniques of the **Project Police Grillmeister**. Bushman continues his never-ending "Quest for Quality" by checking over Randy's work.



Doug "Opie" Dodson stood by in the infamous chapter booth collecting money and handing out "People's Choice" voting ballots. Here he is sampling one of the fine grilled creations hot off the grill (what did you think he was doing...honestly, I can't take you people anywhere...) Gail Dodson was at the food table in the hangar ensuring that everyone was fed quickly and efficiently.



This picture shows the American Flag proudly displayed on the engine hoist crane, thus documenting compliance with the unwritten rule of fly-ins. What is that



rule? You'll have to ask me, because if I wrote it here it wouldn't be the unwritten rule anymore.



The two newest airplanes at the fly-in, both making their maiden appearances with their proud builders. In the foreground is **George Gennuso's Pulsar**, and in the background is **Paul Rosales' RV-6A**, star of *Sport Aviation*, Van's RV Calendar, and photographic collections everywhere. Paul spent most of the day working on his never-ending list of people to take flying in his airplane.



**Dave "Beaker" Evans** brought in his Piper Archer, which was flown by the Edwards AFB Aero Club many years ago. Much of the interior upholstery was removed as he was renovating the interior.



This RV-6A was flown in by **Walt Hastings** of Saugus, California. No sign was seen of **Gary Sobek** or the rest of the SoCal Wing of Van's Air Force. Presumably they were trapped "down below" by uncooperative weather.



**Miles Bowen** flew his Cessna 170B down from Tehachapi to attend the fly-in.



Here we see **EAA Chapter 1000 Newsletter Editor, Webmeister,** and **General Rabble Rouser Russ Erb** as he makes the annual welcome of guests speech and presentation of awards. The first award was the Spot Landing Contest, which was won by **Chuck Scrivner** of Chapter 49 flying a Challenger Ultralight Trainer (Dual). The official results were:

Type	N-Number	Distance
Pulsar	N977WT	-75 (plus penalty for trying to wipe out the judges)
Challenger	LUV	+30
Cessna	N75989	Unscoreable at 12
Arrow	39R	Unscoreable at 12
Cessna	N3047S	-120
Cardinal	69H	Unscoreable at 12
Cessna	064	Unscoreable at 12
Cherokee	N32075	Unscoreable at 12
RV-6A	N628PV	+140
Cessna	596	+39
RV-6A	N79WH	Unscoreable at 12

## THE LEADING EDGE

The second traditional award was the People's Choice award, our way of recognizing outstanding craftsmanship without having to actually learn how to judge airplanes. Once again, we have shown that being the new kid on the block is a definite advantage in this competition. The award went to **George Gennuso** and his **Pulsar**, the newest airplane at the fly-in. Unlike previous years, this was not a runaway win, but not so close as to require a Florida recount. As expected, a close second was put in by **Paul** and **Victoria Rosales** and their RV-6A.

Each winner was presented with a way-cool plaque, suitable for hanging, complete with a date off by one week to protect OPSEC and throw off any investigators.

Eventually the presiding officer, **Vice Kommandant Knife**, declared "Victory!" and we cleaned the place up. The cleanup crew was then invited down to **High Cay** for further beverages and merry-making.

Once again we had a highly successful fly-in, even if we didn't have that big of a turnout. Watch for next year on **18 May 2002** when we'll invite **Scotty** back just so we can send him away for the 11th time!

### Kommandant's Korner

Greetings all! Rather than lecture, like last month, on your dethpicable (as Daffy Duck used to say) lack of participation in the Chapter. I thought, instead, I would tell you of the most recent aeronautical adventures of the Fightin' Skywagon. Hopefully, this will cause such a stirring of aviation frenzy that my phone will be ringing off the wall with folks volunteering for Chapter office. Of course, it could also result in you barricading yourself in the hangar/garage to complete your projects and launching your own aero-adventures...I'm willing to take the chance.

We celebrated my mid-life crisis...I mean birthday...the second week of May with a neat trip to San Antonio and Galveston. Anne, her anvil collection, and I departed about 2 PM on a Friday for a pleasant flight to El Paso; where we spent the night in "the only Bed & Breakfast" in town. In hindsight, bunking at the on-airport Marriott would have been more convenient, but... The next morning we awoke to a line of thunderstorms threatening our path to San Antonio. Severe hail (up to 4") and heavy rains were forecast in the affected areas, but we were able to skirt most of it with deviations to the south of a direct course and one final climb to 13.5K' to top some building weather. With the black clouds pursuing us, we arrived at the chosen FBO at SAT only to discover that the hangar space I had reserved had been given to some kerosene burner. After a few frantic phone calls around the airport we found shelter for the Skywagon at Hallmark Jet Center. I can't say enough nice things about this FBO and the courteous folks working there. They matched the lowest hangar cost on the field (\$35 per nite - ouch!) and treated us just like the swept-wing crowd. Of course, rolling the airplane into the hangar virtually guaranteed that the storms would fizzle out with only some strong winds and isolated moderate showers. After a courtesy shuttle ride to the Westin Hotel on the Riverwalk, we embarked on three days of relaxation punctuated by

frenzied sightseeing (Remember the Alamo!) and gastronomic excesses.

Our next stop was Galveston Island and the WW II Galveston-Sholes Airport. This flight was uneventful, wx-wise, as the stubborn low and cold front we had penetrated had stalled behind us. Only 90 minutes of lush, green, and low Texas countryside to watch and 2000' (AGL!) towers to dodge. GLS is situated on the southwest end of the island and has two FBOs. By chance, we taxied up to Evergreen Flight Services and again got the royal treatment and room in a hangar with a couple of jet warbirds. Evergreen's main business is ferrying oil workers to the offshore platforms with JetRangers, but they seemed to sincerely welcome our business and were most hospitable. We followed our standard regimen of sightseeing, beach-going, and; of course, more eating (can't get enough of that seafood!). Of particular note were the Moody Gardens attraction and the most-excellent Lone Star Flight Museum where I saw an extremely rare TB-58 Hustler.



**Grumman F7F Tigercat**



**Grumman F4F Wildcat**





**Republic P-47 Thunderbolt**



**Polikarpov I-16 Ishak**



**Vought F4U Corsair**



**Polikarpov I-153 Chaika**



**Beech AT-11 Kansan**



<http://www.lsfm.org/>

We elected to leave Galveston a day early to side-trip (as sport flyers are wont to do) to the small German-settled town of Fredricksburg, about 90 miles northwest of San Antonio. More course deviations were necessary as the thunderstorms had used our delay to sneak up on Houston. We managed to avoid the worst of the rain...and all the lightening by arcing north and landing at the small field outside of town. The only taxi in town and its octogenarian driver took us to a nice little B&B (one of 400 or so) where we enjoyed some authentic German food (in Texas!) and the requisite shop-browsing.

After a leisurely (and delicious) breakfast the next morning, old-taxi-guy ferried us out to the airport where we headed west with, believe it or not, a slight tailwind. At El Paso we stopped for a gas-and-go; departing just before they got hammered with more severe weather. Our stop for this night was Scottsdale. We arrived in the midst of a nasty dust storm that reduced flight visibility to VFR minimums (that's my story and I'm sticking to it...). The air temperature was well over 100 and you could shovel it, but the on-airport Holiday Inn did shuttle us to arguably the best Italian restaurant I've visited in some time. We departed early the next morning to avoid the "washing machine" turbulence so prevalent in that area later in the day.

## THE LEADING EDGE

On the let down to WJF I ran across Paul Rosales and Gary Sobek discussing formation tactics on the airborne common freq. Seems they were also returning from the Phoenix area...small world, etc, etc. After bedding down the Skywagon we retired to Foxy's Landing for one more meal before returning to our daily routines and starting the diets. All-in-all, about 25 hours of challenging and enjoyable aviating. We paid from \$1.90 (CHD) to \$2.95 (SDL) for avgas and \$14 (GLS) to \$35 (SAT) for hangar space.

Well since I ran on way too long on this adventure, remind me to tell you about the next one at the gathering!

See you there!

**- Gary Aldrich**  
Kommanding



### Young Eagles Update

WOW! What a month for Young Eagles in the Antelope and Owens Valleys! Final tally.... you may not believe this... was 102. Thanks to outstanding efforts by many fine folks, this was probably a record month for Young Eagles in this area.

It started out very disappointing, with only 2 Young Eagles flown (thank you Doug Dodson) at the April 21 rally at Fox Field, due to weather and wind. Then I got word from Herb Carlson that on April 18 he had held his own Young Eagles Rally "down below" and single-handedly flew 13 Young Eagles from Lake Forest, Laguna Hills, and Santa Ana.

Then came the coup-d'grace. Thanks to the organizational efforts of Dean and Bev Vander Wall from Lone Pine, and several Chapter 49 members, we flew 87 (EIGHTY-SEVEN!!) Young Eagles from Lone Pine airport on April 28, using 10 planes, 10 pilots, and at least 11 ground crew. When the flying was done, all participants were treated to an honest-to-goodness, cooked-in-the-ground barbeque beef with all the trimmings. I didn't get the names of the folks involved in the BBQ, but you know who you are and you are greatly appreciated!

We were also ably assisted by the following ground crew at Lone Pine:

**Barbara Critchlow**  
**Jeanette Whitehair**  
**Jaquie Hickman**  
**Mike Barnes**  
**Richard Cervantes**  
**Bev Vander Wall**

**Kelly Tellez**  
**Blanca Magellon**  
**Mark Berry**  
**Sally White**  
**Red Butler**

The following pilots and airplanes flew Young Eagles for Chapters 49/1000 in April

Pilot	Aircraft	# YE
Doug Dodson	Mooney	2
Herb Carlson	Cessna 172	13

Miles Bowen	Cessna 170B	8
Doug Triplat	Beech 36	10
Lynne Bunn	Cessna 182	13
John Munding	Cessna 182	11
Shel Simonovich	Mooney M20E	6
Ozzie Levi	Bellanca Cruisair	4
Steve Ivey	Cessna 182	8
Joe Capello	Cessna 172	6
Kirk Peek	Cessna 182	12
Dean Vander Wall	Beech 36	9

Total this month.....102

Total this year.....187

There were probably others. These are what I had on the sign up sheet plus in my memory. If I left you out, I apologize. Thanks again to all who helped make this one of the most successful Young Eagles months in Chapter 49/1000 history!

Many thanks also to Owenyo Public Works who donated 10 gallons of 100LL to each of the pilots. By the way, 100LL at the Lone Pine Airport is only 7.1 cents per gallon higher than unleaded REGULAR in town. 100LL: \$2.25.....mogas:\$2.179!!

Another great rally! This time at the Rosamond Skypark. The Rosamond Rotary Club got the day off to a good start with a continental breakfast "al fresco". Jim Payne organized the breakfast as well as served as Young Eagle pilot. Thank you, Jim and Rosamond Rotary.

For weather, we had a few light showers and a couple of reports of lightning in the distance, but the heavy stuff stayed away all day. The wind was generally calm (by desert standards) under the high overcast, but gusted up a bit when the showers ventured through.

The following pilots and airplanes flew Young Eagles for Chapters 49/1000 at the May 12 Rally:

Pilot	Aircraft	# YE
George Heddy	Cessna 172XP	2
Shel Simonovich	Mooney M20E	3
Miles Bowen	Cessna 170B	5
Dick Monaghan	Luscombe 8A	1
Space Miller	Cessna 172	7
Jim Payne	Cessna 182	6
Art Landsgaard	PA-28-180	6
Doug Dodson	Mooney M20C	8

Some pilots even took some of the more enthusiastic Young Eagles for a second ride. Thanks, guys!

Total this rally: 38

Total this year 226 (Includes one YE by Ray Greene in his Cessna Cardinal 177B on 3/31/01 that I forgot to include in the last report.)

Thanks as always to the ground crew without whom we couldn't have a successful rally. This is a great way to

participate even if you don't have an airplane. We were ably assisted by the following ground crew:

<b>Kelly Tellez</b>	Registration and Certificates
<b>Christina Heddy</b>	Escort
<b>Rebecca Bowen</b>	Registration
<b>Amy Landsgaard</b>	Photographer

Many thanks to Chapter 49 member Roy Bratzel who has donated a gift certificate for a glider lesson at Crystal Aire for a deserving Young Eagle. I haven't yet decided how to award this certificate. Stay tuned!

Young Eagles Schedule for the remainder of the year:

Jun 16 Lancaster, Fox Field 8:00 am  
Jul 14 Tehachapi Municipal Airport 8:00 am  
Aug 11 Lancaster, Fox Field 8:00 am  
Sep 15 Cal City Municipal Airport 8:00 am  
Oct 13 Lancaster, Fox Field 8:00 am  
Nov 17 Rosamond Skypark 9:00 am  
Dec 15 Tehachapi Municipal Airport 9:00 am

## - Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator  
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## Project Police Aircraft Spotters Quiz

For those of you who were offended by a picture of two airplanes that look like they are doing what you spray your dog with the hose for, the mystery picture in the May newsletter was of the **Fairey Battle**.



Once again, we only had one guess come into our office, but it was a correct one from **Graham Byass** of Det 10, Perth, Australia. He wrote:

"The mystery plane pictured in the July (*sic*) newsletter is a Fairey Battle trainer. There were only 100 of these produced out of a total of 2285 Battles built between 1936 and 1940. The first Battle flew on 10th March 1936.

The Battle was a dismal failure as a war machine but the British had no real alternative in the early stages of the war.

The basic Battle Mk1 was powered by a Rolls Royce Merlin, had a span of 54ft, length of 42ft 4in and a cruise speed of 210MPH.

Later marks II to IV were similar but differed in the model of Merlin engine fitted."

It would appear that Fairey hadn't figured out how to lengthen the cockpit and just cut off one fuselage and grafted another on behind it.

## Eat Your Packing Material!

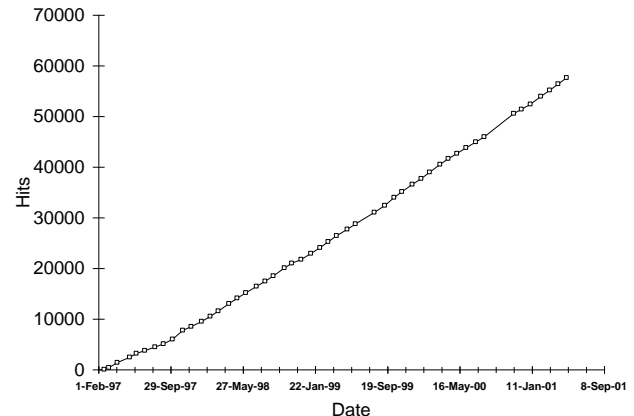
Recently I visited **PPO Jon Goldenbaum** at **Poly-Land**, world headquarters for **Poly-Fiber Covering Systems**, on the banks of Flabob International Airport. Full report to follow later.

In the past I had been surprised that Poly-Fiber was still using what I thought were styrofoam peanuts as packing material. Not because I'm some environmentalist wacko, but mainly because the stuff is a pain to dispose of.

As we passed through the vast packaging and shipping department at Poly-Land, I made a comment about said pellets. I was informed that the pellets were not styrofoam at all, but actually a blown starch. They are water soluble, which was demonstrated to me. In fact, if you really wanted to, you can eat them, though they have about as much flavor as rice cakes. This was also demonstrated to me, though I did not try it myself. The thought occurred to me that with some orange food coloring and some salt, you could pass them off as the old puffed Cheetohs. Still, the best way to dispose of them is to merely dissolve them in a bucket of water.

## Web Site Update

As of 9 Jun 01, the hit counter stood at **58875**, for a hit rate of 38 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**

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

Jul 11: 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

Sep 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 940-6863

Sep 7-9: Golden West EAA Regional Fly-In, Sacramento CA

Sep 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Sep 15: EAA Chapter 49 "Just An Old Fashioned Fly-In," General William J. Fox Field, Lancaster CA. (661) 940-6863

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

Oct 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Oct 11-14: Copperstate EAA Regional Fly-In, Mesa AZ

Oct 16: No EAA Chapter 1000 Monthly Meeting. Go to Edwards Open House instead.

Oct 20-21 Edwards Open House

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](mailto: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 19 JUNE AT TPS**

**10TH ANNUAL FLY-IN REPORT**

**KOMMANDANT VISITS MUSEUM**

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**The Leader In Recreational Aviation**