



# 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>

May 2004

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

### This Month's Meeting:



### Base-sa-Ball Meeting

**Tuesday, 18 May 2004**  
**1800 hrs (6:00 PM Civilian Time)**  
**(Game starts at 1830)**  
**The Hangar**  
**Lancaster, CA**

Hello again sports fans. It's May and in May we have the annual *Scotty Horowitz Going Away Fly-In* instead of having a Chapter meeting. But, hang onto your hats, cuz I'm getting ready to throw you a curve ball!

We're going to have both a *Going Away Fly-In* AND a meeting this month. The **Kommandant** was in rare form this month and managed to influence the city fathers (with **Anne's** help) into giving us some box seats to the **Jethawks** baseball game.

Now, listen up because this might get complicated for some of you out there. Here is how you get your tickets for the game. The **Kommandant**, or one of his minions, will be strategically located under the **F-18 on a stick** in front of Jethawks stadium before the game with the tickets. You will stroll up to the Kommandant and give him the **chapter handshake** while saying "**Nuclear is spelled with 2 R's**" where upon the Kommandant will reply "**Is that supposed to be some kind of code?**". He will then give you a ticket for the game. The game starts at 18:30 hours so don't be late because the Kommandant wants to watch the game with the rest of us, not stand around waiting for you to show up.

Now, in the event that you are unavoidably late because (supply your own excuse here) you still may be able to attend the festivities. Here's what you do. Call the Kommandant on his cell phone (661-609-0942) and if any tickets are left we will run one down to you. Once again, another thrill packed evening brought to you by your local EAA Chapter 1000 staff.

Oh, by the way, I'll bring the chocolate chip cookies if I can get them by security.

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



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

Yes, it's that time of the year again—time for EAA Chapter 1000's big annual shindig. Rosamond Skypark will be abuzz with way-cool EAAers like yourself, and you'll want to be there. This is Chapter 1000's annual big event where we invite area EAAers to come hang out with the *Project Police*.

#### NOTE

Just like last year, this event will be at **High Cay** (**Doug and Gail Dodson's** hangar) at 4431 Knox Ave. That's down at the Runway 7 approach end (west end of the field). If you go to the old FBO hangar you'll miss the fun.

We will be having our traditional **Spot Landing Contest** (0800-1000) for you to show off your airmanship skills (the target will be about 150 feet beyond the displaced threshold). Be sure to read the rules so you know how you will be graded and/or laughed at. Only your first landing counts, and you should declare your landing attempt on the CTAF prior to landing. Also, landing short is disqualifying—think of it as smacking into the carrier fantail or hitting the FAA supplied 50-foot tree. Rumor has it that **Pat Fagan** will be back this year to defend his title, so you'll want to practice up beforehand. The aviator displaying the highest level of aviating proficiency will receive a device (TBD) in keeping with their exploits for posting on her/his hangar wall or other favorite location.

You'll want to get your airplane washed and cleaned up nice too so you have a fighting chance in front of the

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most critical judges—the assembled masses. All participants will have a chance to vote for their favorite airplane in the **People's Choice** contest. The pilot of the most popular aircraft will also receive a device (TBD) recognizing their recognition. We're not expecting any new airplanes this year, so you've got a fighting chance.

And of course there's the most important part—the imbibing and eating festivities. Rest assured that one of the highly trained **Project Police Schmoozemeisters** will be there to whip up the usual culinary masterpieces on the renown chapter grill, starting around 1000.

We're looking forward to seeing you there, and be sure to take a few minutes to help out somewhere. You'll be glad you did.

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### Spot Landing Contest Rules:

1. Only one landing at L00 will be judged. This will be your first landing
2. Spot landing attempt should be declared on CTAF (122.9) prior to final approach
3. N/A
4. Target touchdown point is about 150' beyond displaced threshold
5. Touchdowns prior to the target touchdown point will be disqualified (No landing short)
6. Distance is measured from target line to the first touchdown point of the main landing gear
7. Helicopters, ultralights, VTOL or V/STOL aircraft are not eligible. Aircraft must have a valid registration number (N-number or equivalent)
8. The decisions of the **Project Police** judges are final. No Whining.
9. Award will be presented after lunch

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### Last Month's Meeting

#### EAA Chapter 1000

Erbman's Kitchen/Opus' Airplane Factory  
Rosamond CA  
20 April 2004  
Gary Aldrich, Presiding

The April meeting was a departure from our normal fare, forgoing the hospitality of the Edwards AFB Test Pilot School, and instead meeting at the high desert estate of **Russ (Erbman)** and **Penny Erb** in Rosamond for a demonstration on how to make your own wingtip light lens cover. Avid readers of this column will remember that it was one year ago to the month that our group assembled at **Bob "Waldo" Waldmiller's** hangar to cast the wingtip, using the patented "**Suckenation**" process.

Twenty members and guests including 8 cadets of USAF Academy class **Aero Engr 456** and their instructor **Maj Robert "Bob" Kraus** squeezed into Erbman's kitchen. I guess there's just nothing like stretching hot Plexiglas to draw a crowd. Chips, dips and soda's, along with Girl Scout Cookies were available for the taking. Being on something of a diet, I observed with envy the careless abandon with which the cadets consumed mass quantities (truly inspiring). **Mark "Buttonz" Dickerson**

was awarded his chapter name-tag after only a four year wait, and was also discovered to have paid his annual dues twice this year.

The lens-making process began with a typically well-documented dissertation by **Russ (Erbman's Quick, Random Notes on Plexiglas and other Plastics)**, followed by a peeling of the Plexiglas (green in this case) protective sheet by **Cadet Lane Haubelt**. Into the oven and heated to a golden brown (*green?*), then carefully (hot!) removed and two steps to the wingtip secured to the kitchen island. A truly intricate ballet of people and material being hustled about, stretched, pushed, pulled and otherwise manipulated. **Cadet Tom Billingsley** served as the "**Aluminum Peeler**". **Vice-Kommandant George "Knife" Gennuso** and **Cadet Nick Garasimowicz** were the "**Left**" and "**Right Pullers**" respectively. **Russ** performed **Pusher Doofer Assembly (PDA)** duties. Finally, **Ben Harvey** of Scaled Composites held down the coveted "**Reverse Vacuum Doofer**" spot to cool the assembly. The **Kommandant** keenly observed that it was a typical government job what with 5 men working and 15 observing. Further, he stated that the whole thing reminded him of the delivery of his first child: the smells, lots of people standing around, him taking pictures....



Following the plastic surgery demonstration, we all moved about 2 miles to the north to **Vince "Opus" Sei's** garage to inspect his **F-1 Rocket WITH the T-38 style windscreen**. Progress was deemed satisfactory. **Randy** and **Leigh Kelly** also showed up, bringing total attendance



to 22. Some of the cadets found Opus' Academy yearbook which included a picture of **Maj.** (then Cadet First Class) **Kraus**, which will no doubt be used as blackmail material in the future.



Observing that **Opus** had no food prepared and the cadets had not been fed in the last hour, the **Kommandant** wisely declared "**Victory**" and promptly ordered the group to **Coach's Bar and Grill**. Thanks to **Russ** and **Vince** for another great one.

- Kent "Cobra" Troxel

Secretary

(more pix in the future—not enough room this time)

## Kommandant's Korner

The adventure began innocently enough. "Hey Russ", says I, "I'm going out to Maryland to pick up the new 'Fightin' Skywagon' in a coupla' weeks...wanna go along?"



Fast forward to early Thursday, 8 April. The **Erbman**, weighed down with an entire continent-width of sectional charts; and I, with an equal weight of IFR pubs are standing in front of an inoperative ticket vending machine on the train platform in Lancaster. Foiled in our attempt to pay for our passage on the MetroLink commuter, we simply slinked (slunk?) on board and took seats...expecting to be ejected like so much hobo-age along the side of the tracks. Fortunately ejection did not occur and we arrived at the downtown Burbank train station and hopped a short van ride to Bob Hope Airport (BUR).

The commercial flight from BUR to BWI was classic Southwest...."peanuts, pop, and pass out" for the duration. We arrived in Baltimore about 1800 local and quickly met up with **John Easton**...soon-to-be former owner of **N2705K**. After a leisurely drive through the Maryland countryside and a decent meal at Outback, we settled in for the night a couple of miles from Hagerstown Regional Airport (HGR), birthplace of the mighty **A-10A Thunderbolt II**.



Cessna 180K N2705K with its new owner Gary Aldrich and its previous owner of about 20 years John Easton



"By the power officially invested in us as official *Project Police* officers acting officially in an official capacity, we do hereby officially dub thee 'The Fightin' Skywagon' now and forevermore, to all to whom these presents shall come, Greeting!"



The Fightin' Skywagon at Barrows Field

Friday, we arose early to find the fog thick on the gently rolling hills. However, by the time breakfast, some last-minute paperwork, and a good preflight had passed,

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the field was VMC with scattering clouds and reasonable visibility. We launched on a mostly southerly heading...first stop "**Barrows Field**". Of course, we couldn't come this close to the ancestral home of the **Bearhawk** without a slightly out-of-the-way pilgrimage to pay our respects to the designer of Russ' project.



**The Bearhawk Patrol, newest of the Bearhawk lineage, now available in a convenient 2-seat version**



**One of Bob's other projects, a Ford Model A Pietyenpol**

Thus, my first landing in the new airplane was on a gently sloped 2200 foot grass strip in the low hills (they call them 'mountains') of Virginia. Precisely nailing brick (er...blade) one of the runway/pasture, we braked to a stop in front of a row of "rustic" open-faced shadeports containing the world's largest collection of flyable Bearhawks. We were met by the "man" himself and for the next hour or so were treated to a tour of his shops while Russ hung on the master's every word. After a quick visit to the little house behind the big house and saying farewell to the various airport dogs, we loaded back into the Skywagon for the next leg of the adventure.



**Indications of things to come...**



**We're here! Let's buy stuff! But first...lunch!**



**Howzabout one of those funny 3-wheeled electric cars?  
What about a Segway?**



Turning mostly westerly now, we made our way across the Ohio valley to Claremont County Airport...yes, you guessed it, home of **Sporty's Pilot Shop**. Again, this was one stop we just owed ourselves to make. And besides, it was lunch time. However, we discovered that Sporty's idea of a cafeteria was an array of vending machines. I had the distinct impression that the sandwiches therein might have been catalog returns, so we borrowed a courtesy pickup and sought out the nearest fast food joint for some higher quality cuisine. My anticipation of leaving with gobs of Sporty-stuff was dashed by the desire to get back on the airway and head west.

Our next port-o-call was Springfield, Ohio...no wait, Illinois...no wait, Missouri for fuel. By this time we had caught up with a huge low pressure system that was creating increasingly less-broken cloud cover. We elected to pick up a clearance into the airport and all would have worked out well if...the **PIC** had correctly identified the proper approach procedure (*Doh!*). A last-minute catch by the **Erbman**, coupled with an understanding controller sorted out a very confusing approach. Get fuel, check weather, file a flight plan, by which time darkness was falling and we decided to press on the remaining 1.5 hours or so to our planned RON at Wichita's Mid-Continent Airport (ICT). At this point, Russ pointed out that we were getting the opportunity to try out about every switch and gadget in the airplane. Little did we know how true that observation would be.

Quite a while after the view out the window turned "black as the inside of a cow", we broke out of the clouds on the ILS and landed in a gusty crosswind and light rain at the birthplace of **N2705K**....and most of general aviation. The friendly line personnel at Yingling Aviation gave us a ride to the Hilton where we ate a late meal and went to bed dreaming of better weather in the morning.

Alas, our dreams were not realized as the 1000 foot ceilings, 2 miles vis, and light rain were still there when we got back to the airport on Saturday morning. So, we filed an IFR plan and launched into the "clag". Fortunately, the tops of the overcast were below 8000 ft MSL and we were able to travel in relatively clear skies as we pressed westward. Unfortunately, the rising terrain as we neared Albuquerque forced the clouds up to our level, even though we moved up to 10,000 feet to satisfy the increasing MEAs. The next system on the airplane to be tested was the anti-ice system...which consists of a puny windshield defroster. The Skywagon began to grow fuzzy ice formations on the leading edges of the wings, struts, and other forward-facing surfaces. (*The cockpit voice recorder transcripts report that the ice thickness was about 1/8 inch, but after discussions with Gary, we are now convinced that it was at least 8 to 10 inches, and will continue to get thicker uphill both ways with each retelling of this story*) After losing about 7 or 8 knots of indicated airspeed I was having enough fun and requested a climb to get out of the clouds as a descent to warmer air was blocked by "cumulo-granite". Responding to my "light to moderate ice" report (and perhaps my elevated vocal pitch) the controller got a "tops" report from another airplane and cleared us to climb to 12,000 where we broke out into the clear. About the time the bright sunshine began sublimating the ice, it was time to descend for the

approach at ABQ. This was done quite rapidly due to the ice potential, and we ended up in a cloudless hole about 3 miles from the airport. The approach control asked if we could make a short approach to squeeze in front of an airliner and we replied in the affirmative. This entailed several "g" turns to bleed airspeed and altitude coupled with full flaps and finally a slip to make the requested approach.



Basic view out the front window for most of the flight



Back in Albuquerque, home of Opus and almost home (see those clouds? Yea, it's VMC...)

Being a former AFOTEC-warrior, Russ had the coordinates of an outstanding BBQ place near Kirtland AFB. Again, we were offered a crew car by Seven Bar Aviation and motored over to the restaurant while the Skywagon dripped water and sipped fuel. The next intended destination was Prescott, Arizona and we launched VFR as the radar showed several broken areas of promise to the north and west of Albuquerque. This turned out to be a (*bald-faced*) lie as we first tried going around, then over the building masses of clouds. Once over 14,000 and still staring up at the tops we elected to give in and request an IFR clearance.

Remarkably, we were cleared direct PRC, but that was not to be. Instead, another gizmo in the panel became our

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focus. This new toy was the WX-900 Stormscope, which began showing little lightning strike symbols in our path. We confirmed the presence of heavy rain and thunderstorm activity with ATC and began using the Stormscope to meander around the heaviest of the precip and lightning activity. Of course, our friend the ice monster was back and we began to slowly build rime deposits which seemed be acceptable as long as we stayed out of any significant rain. After a while, we were allowed to descend to slightly thicker air, and gradually began to fly between layers, then between broken clouds as we approached Prescott. While on the approach we heard via ATC that Phoenix Sky Harbor to the south had been completely closed by heavy thunderstorms and airliners were holding and diverting everywhere.



**Looking at something besides clouds (finally) near the USS Sedona**

Just as we began to relax, in the clear, and descending to PRC, we heard from the tower that the "winds were all over the compass" at 15 to 20 knots. Great! After fighting our way through the ice and clouds we now had to deal with capricious winds! Basically, we just picked a runway we were lined up with as the winds were as promised. Russ noted (after landing, thankfully) that as we were flaring the tail of the windsock off our right wing was stiffly pointing straight at us. The tower controller, for his part, gave a running commentary on the winds all during our landing which, on reflection, I probably could have done without. With the end of the trip in sight, we retired to the airport cafe for a Coke and a "C-cubed" and called **Mrs Kommandant** to report our progress. She informed us that we were not making progress nearly fast enough as she had arranged a "welcoming party" at the hangar. No pressure, I thought, as we climbed back aboard the now very familiar sheepskin-lined seats.

Other than the normal headwinds and desert turbulence, the flight from PRC to the home drome was marked by increasing boredom and mounting get-home-itis. We both fell quiet (quite a feat for your NLE) (*Hey!*) as the rugged landscape seemed to inch by underneath our wings. After what seemed like the longest leg of the trip, Fox Field came into view and, as if to offer a welcoming



**"Whadya mean we're behind schedule? We're right on schedule...Opie told you what? What does he know?" Finally some patches of blueness at Prescott AZ**



**The Fightin' Skywagon finally makes it to its new home**



**Project Police Picture Pointers Erbman and Knife identify the first modification on the schedule—the landing and taxi lights are not covered by lenses—good thing the Kommandant will soon learn about forming Plexiglas...**



gift, the ATIS reported 5 knots of wind directly down runway 06. When you fly in the Mojave Desert, you just can't ask for a better present after a long flight than light winds and a landing away from the setting sun. As a result, I made perhaps my best landing ever in N2705K (*out of 7 so far*) and taxied slowly (and gratefully) to the waiting throng at hangar 703. Two thousand miles, 19.8 flying hours and the new "**Fightin' Skywagon**" is home!

I'd like to publicly thank Russ for his valuable assistance throughout the trip as I never would have attempted some of the afore-mentioned flight conditions with a less capable co-pilot on board.

Fly safe, check 6, and stop by the airport to check out the new Skywagon...

- Gary Aldrich  
Kommanding

### Project Police Aircraft Spotters Quiz

Once again, **Evil Editor Zurg** was pleased to get a flurry of responses to last month's challenge, reproduced below:

To refresh your pitifully short memories (*or at least mine*), here are the pictures you were asked to identify:



The first correct answer to arrive (and the first answer to arrive, for that matter) was from **Tim Brien**, who succinctly stated "Its a Martin P6M2 Seamaster circa 1959. Just in case you're dying for more.... <http://www.aviation-history.com/martin/p6m.html> " He added this cool picture as well:



The next answer to come in was from Karl Lewis, stating "Hi Russ, The answer to your question, in the EAA Chapter 1000 newsletter is: The Martin P6M-1 Seamaster. This flying jet powered boat was built in the '50s. – **Skelator**"

Okay, so was it the P6M2 or the P6M-1? It may be both—I couldn't find anything that specifies what the differences were. Thus, full credit for correct answers and the associated bragging rights are thus doled out appropriately.

Lest you get too cocky, the following photo was provided to **Evil Editor Zurg** for use in this space by **Lee "Erb the Elder"**. He won't even tell Zurg what exactly is going on here until after it is published.



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

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

### Web Site Update

As of 9 May 2004, the hit counter stood at **90438**, for a hit rate of about 22 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**

**May 18: Project Police do Baseball with the Jethawks**, 6:00 p.m., The Hangar, Lancaster CA. (661) 609-0942

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

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

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

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

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

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

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

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

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

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

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

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

**Sep 14:** EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Sep 21: 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.

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**Instrumentation and avionics requirements for VFR/IFR**

<b>Gary Aldrich</b>	gary.aldrich@pobox.com	661-609-0942
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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, 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**

**3435 Desert Cloud Ave**

**Rosamond CA 93560-7692**

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

**ADDRESS CORRECTION REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**

**REGULAR MEETING 18 MAY AT JETHAWKS**

**13th SCOTTY HOROWITZ FLY-IN 22 MAY!**

**MANGLING PLASTIC FOR FUN AND PROFIT**

**SKYWAGON TRANSCONTINENTAL FCF**



**The Leader In Recreational Aviation**