



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 2005

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:



The Grillmeister Does Leftovers
Tuesday, 21 June 2005
1700 hrs (5:00 PM Civilian Time)
High Cay Resort
Rosamond, CA

OK, it's time for another meeting and I was thinking about doing a project tour because we haven't done one of those in a while, and I was looking at going over to...

Wait a minute. Well, well, well, what have we here? Hmmmm, looks like an opportunity that we just can't pass up. It appears that our own **Doug "Houdu" Dodson** has invited us over to his palatial estate for a post "**Scotty Horowitz**" BBQ. It seems that we had a little food left over from the fly-in and your board couldn't find a good reason to let it go to waste. As a member once said, "Food, like a penny, will go bad if you let it." (*Sounds like some of our PPOs*) So, we're not going to let it go bad, the food that is. As for the bad penny, it will probably show up at the BBQ, as I'm sure most of you will for some sumptuous eating.

Upon rereading this, there were a couple of metaphors that got twisted up, but I think you get the idea.

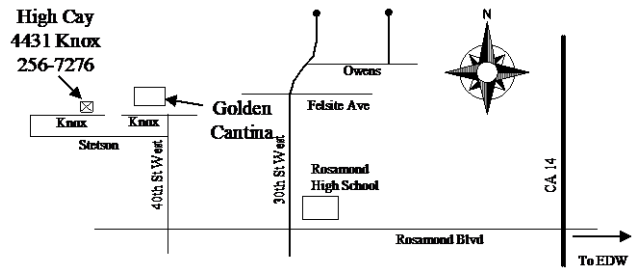
How much will it cost you to get in on this feast? A **measly 5\$** -- just as if you had bothered to show up at the fly-in. **Special Bonus:** A \$5 discount is available to all **PPOs** who assisted in the prosecution of the aforementioned fly-in. Don't try to get away with anything—the **Kommandant** knows who was there!

In anticipation of great success, the usual post-meeting feeding frenzy will be cancelled due to anticipated lack of interest.

Don't go to the TPS at Edwards for this meeting, this one is at Doug's palatial estate, "High Cay" at Rosamond Sky Park (L00). The meeting will start at 1700 (**Project Police** standard). If you can't get there right at 1700, don't sweat it, as it will take a little while to get the grill going.

So come one come all to the (*not so-*)famous "Post Scotty Horowitz Fly-in" BBQ. Study up—there may be a quiz.

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



Last Month's Fly-In

EAA Chapter 1000
 Rosamond Skypark/High Cay
 Rosamond CA
 21 May 2005
Gary Aldrich, Presiding

Chapter 1000 hosted the **14th Annual Scotty Horowitz Going Away Party and Fly-In** at High Cay (the **Doug and Gail Dodson** estate) at Rosamond Sky Park (L00) in lieu of our usual monthly meeting.

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Troops assembled at 0800ish for setup and preparation of the spot landing contest (more on that later). **Vice Kommandant George “Knife” Gennuso** tended to icing the coolers (and now goes by the call-sign “**Icepick**”). **Doug “Houdu” Dodson** wrestled with the swamp cooler trying to get the hangar temperature “just right”. He was explaining that achieving proper thermostat operation was hampered by it’s location in the coolest spot in the hangar. **The Kommandant** demonstrated his vast base of civil engineering knowledge by explaining that the proper use of a space heater would cause the cooler thermostat to operate as desired.

Hey! That’s why he’s the **Kommandant**...

At one point, **Doug** was demonstrating the proper use of the wonder-tool known as duct tape. Using a Star Wars reference as an analogy, he explained that “Duct tape is like the Force: It’s got a Light side, a Dark side and holds the Universe together”. Sage words from “**Opie**” **Wan Kenobi**.

Russ “Erbman” Erb was heard to utter a most quotable of quotes, an actual original phrase. **The Secretary**, sensing the comedy of the moment, immediately requested permission to use said phrase in these minutes you are currently reading. Permission was granted. However, you won’t be reading about it here, because in keeping with our typical sloppy record keeping, no one wrote it down and now nobody can remember what was said, but you can rest assured that it was witty.

All remaining engineering and logistic obstacles were overcome and things proceeded in a near orderly fashion, leading up to the arrival of the first of ten visiting aircraft, including the New and Improved Fightin’ Skywagon, **Vince Sei’s** F-1 Rocket, 2 RV’s (**Gary Sobek’s** bird-struck RV-6 and **Emmanuel “Emma” Richard’s** RV-4 who attended last year- she’s French, you know), a Bonanza, a Cessna 172, a Cessna 140, and **Frank Haertlein’s** YAK-52. **Gary Sobek** left soon thereafter to get to the Chino airshow (why? we don’t know...). **Emma** was going to go with him but, after seeing **Vince’s** Rocket, changed her mind and decided to stay with us.

“**Icepick**” **Gennuso** and **Kent “Cobra” Troxel** tended to **Grillmeister** duties on the infamous **Chapter 1000 Custom BBQ Grill**, cookin’ up “delicious AND nutritious” Polish sausages for a crowd of two dozen or so attendees.

Erbman and **Bob “Waldo” Waldmiller** were down at the approach end of Runway 25 grading spot landings. For most of the time the landings were short of the line (disqualified) or “unscorable at 12”. It was beginning to look like we would have to award the **Spot Landing Plaquage** to the **Kommandant**, based solely on the testimony of **Jim “JP” Payne’s** testimony of “I saw the Fightin’ Skywagon land and he sure looked about 150 feet past the threshold.” This was purely qualitative, since the line hadn’t been laid down yet at that time.

Things were starting to look up slightly when an airplane with an N-number ending in “11J” landed 120 “units” beyond the line. At this point, **Tony Ginn** taxied up to the judges in his **Aeronca Super Chief** (*wasn’t that a train on the Santa Fe line?*) and announced his airplane would be making two landing attempts—the first would be by his copilot **Wilbur Ginn** (who looked for all the world

to us like a dog, but who are we to judge another pilot?), and the second would be by **Tony Ginn**. They took off, circled the pattern, and **Wilbur** put it down at 100 “units”, jumping into the lead. While **Tony** took it around again and scored 65 “units”, a review of the spot landing contest rules found no provisions for multiple pilots in one airplane, and clearly stated that only the **first** landing would count. Therefore, **Wilbur Ginn** was declared the winner. Besides, why wouldn’t a chapter that hosts a **Going Away Fly-In** for 14 years straight think it cool and humorous to award the coveted Spot Landing Plaquage to a ~~dog~~ Canine-American?

In keeping with the trend of “the newest airplane at the fly-in wins the People’s Choice,” the People’s Choice award went to **Vince Sei** for his F-1 rocket. The voting was very close, with 11 votes for N115VS, 3 votes for **Miles Bowen’s** Cessna 170B (just so it wouldn’t be unanimous), and 2 other votes we didn’t even bother to tally.

The **Kommandant** presented the winners with the customary cheesy plaques, and this year, a beautiful orange anodized aluminum Thermos® emblazoned with the EAA logo. Perfect for storing “High Octane” liquids...IF you know what I mean....

The **Kommandant** also revealed that the Chapter 1000 treasury is richer by \$2100 as a result of a check from the EAA for our support of the recent B-17 tour at William J. Fox airport.

It was also revealed that **Scott Horowitz**, namesake of the day’s activities, has reportedly left NASA and the astronaut corps and is in Utah working as a high muckety muck at Thiokol.

Having pretty much run out of food and soda’s, **Kommandant Aldrich** ultimately declared “Victory”, closing the successful **14th Annual Scotty Horowitz Going Away Fly-In**. Success loosely defined as no mid-airs, no ground-loops and no reported cases of food-poisoning.

Departing fly-by’s were provided by almost everyone, the most notable were the YAK and formation of **Vince’s** F-1 and **Emma’s** RV-4.

- **Kent “Cobra” Troxel**
Secretary

Kommandant’s Korner

Sometimes all the experience, skill and luck that you have accumulated in your “account” over thousands of hours and successful landings has to be withdrawn to spend on one challenging event. The mission was straightforward. Fly the Fightin’ Skywagon II in to Edwards in the morning so I could leave a tad early from work and fly directly to Long Beach (LGB) to pick up **Mrs. Kommandant**. She’d spent a week in NYC and was returning in the late afternoon via JetBlue. Anyway, the appointed departure time arrived and I taxied out for an



intersection Bravo departure from EDW runway 22. The wind was kicking up the dust along the runway edge, but I was airborne about the time the throttle reached the stop. The trip into the basin went smoothly, save the nagging feeling that I was about to be centerpunched by some of those little diamonds-with-arrows that were dancing around the GNS530's traffic info screen. The pretty young girl behind the counter at Million Air was cheerful and very willing to order the Skywagon's tanks to be filled with \$3.80/gal avgas. It was that or pay a \$25 ramp fee for retrieving my spouse. I didn't really need any expensive gas, but, as it turned out, the decision to fill up was to play a part in another, harder decision later in the flight.

Cresting the San Gabriels, I tuned up the ATIS at Fox. Typical...severe clear and gusty. After switching to Fox tower, I caught the end of a "wind check, 30 knots" call to a departing Cessna. Well, I thought, it appears to be down the runway. Tom, in the tower, cleared me to land on runway 24, "winds 280, 28 gust 32". I suspect he then pulled out the binoculars to watch the idiot in the big taildragger try and survive some of our famous breezes. I thought I had things well under control...about 10 degrees right bank, a boot full of left rudder, no flaps, 70 KIAS. Then a sharp gust planted the right main on the runway and the spring gear lived up to its name, launching me back into the dusty sky. A second, larger bounce ensued and I quickly ran the black knob to the panel and retreated into the air for another attempt. It must have looked scary from the tower as Tom helpfully suggested I aim a little farther down the runway next time in search of smoother air.

Attempt #2 was a near carbon copy of the first, though my pride was at stake and I wrestled the recalcitrant beast quite a bit farther down the runway, with each succeeding bounce moving us closer to the left edge of the concrete. Around I went again, giving a lot of thought to our predicament as we screamed along the downwind. In my best "instructor voice" I informed Anne that we had lots of options...keep trying make one with the runway, or use all that expensive gas we'd just bought to take us somewhere less windy...say somewhere with a good bar. Turning final, I'd made the decision. If this one didn't work better, it was off to Santa Barbara for dinner with a return after the desert calmed down.

Tom called the winds right at 30 knots as I crossed the threshold in a hellacious crab and started kicking it into an equally hellacious slip. The "gust gods" must have been tiring of the game this time as the right main rolled on to the runway without a hint of a bounce. I gingerly lowered the left main to the concrete while holding significant forward yoke. Without the assistance of the lift vector, the winds began to win our struggle to stay aligned with the runway and the tires started their protest. Since I'd invested this much effort, I thought I'd stick it out and see what happened. Easing the throttle back to idle, the tail began to fall to the ground. I was really sawing at the yoke, using half to full right deflection to combat the gusts that were bouncing the wings around and using nearly full left rudder and half brake or so to keep us going straight (in a manner of speaking). I finally was able to slow enough to pin the tailwheel on with full aft yoke. The additional steering capability came none to soon as we

were just about to do some serious off-roading. Thankfully, the center taxiway and ramp allowed our drifting Skywagon to stay on the hard surface. As we cleared (or rather were blown) off the runway into the ramp Tom casually commented that "you made it look easy that time..." All I could think of to say was "thank God for 150 foot wide runways".

After we'd wrestled the Skywagon into her hangar I got out my calculator and did some math. Looks like we'd "demonstrated" about 19 knots of crosswind capability. The Cessna test pilots had quit at 12 knots and put that in the flight manual. Of course, I'm not ready to recommend they change the number to 19. Later, over a large quantity of beer at the local Outback, I reflected on our exciting arrival. I was grateful that we had safely accomplished the mission, and that I had a sufficient "balance" in that skill/luck/experience account to cover the cost of our latest flying adventure. But I also reflected on the fact that I was fully willing to abandon that third attempt to find friendlier skies. All too often pilots, for a variety of reasons, don't make the decision soon enough to change what they are doing in favor of some safer action. Certainly, being denied landing at my home airport by the weather would be embarrassing and inconvenient, but the alternative might have been more costly...or even deadly. Knowing when to "knock it off" is a valuable skill...and one that may keep you from being "overdrawn".

Fly safe and check six!

- Gary Aldrich
Kommanding

Fourteenth Annual Scotty Horowitz Going Away Fly-In Photo Gallery

Here are the pictures you've been anxiously awaiting to see of the event that most of you couldn't seem to rip yourself away from what your were doing to attend, but that's okay because we ate your Polish sausage and billed it to your account....



Opus' first touchdown, well short of the fantail...



Opus' second touchdown (same approach), halfway down the flight deck...



Hmmm...Go fast...Carry lots of stuff...Go fast...Carry lots of stuff...that's a toughie...maybe I can have both...



Current configuration of N115VS's panel, subject to change depending how fast suitable software fixes can be made...See Opus for details...set aside about an hour or two for the sob stories...



Wilbur Ginn, left seat, takes his sister Stacia for a flight in his Aeronca Super Chief. Wilbur was our spot landing winner, besting all of those homo sapiens



The Project Police's latest success story—maybe Opus isn't a flightless bird after all...



“Heh, heh, heh! Our plan is working! Erbman’s sitting out in the sun looking for airplanes and we’re kicked back in the shade! Life is good!”



Overhead view of the feasting



Much feasting on the culinary delights of the Grillmeister was had



“How do you spell N115VS? Boy, that Opus is ~~hot~~ has a hot airplane”



Just like Campbell’s Soup—Mm, Mm, Good!



The host Mooney M20C, Cessna 172, Yak 52, and RV-4



Cessna 170B, Straight-tailed Bonanza



A look down the flight line, with the addition of a Texas Taildragger Cessna 150 conversion



Jim Payne's Subaru powered RV-6A. Watching this airplane come down final leads to cognitive dissonance—what you see and what you hear just don't match...



“Yep, the events as they may have happened are coming together nicely...’Opie Wan’ ...heh, heh, heh”



Yak 52, RV-4, with Mooney M-20C, F-1 Rocket and Cessna 180 *Fightin' Skywagon*



“Hurry up with the award, already! She's ready to go!”



PPO Dodson sweeps into action after a departing Cessna 172 (which did not push all of the way out onto the taxiway) redecorated the ramp. Meanwhile, Olaf Landsgaard prepares to enjoy a luscious Grillmeister Polish Sausage



Frank's YAK-52 with its semi-retractable landing gear (all of the complexity with very few of the drag reduction benefits) makes a fly-by...and another...and another...



Opus' & Emma's F-1/RV-4 fly-by

PPOs Irvine and Houdu Bring In Big Bux For The Project Police



"These are the items you want to buy..."



"Yes'm, we have those shirts in your size. Would 4 shirts be enough for you today?"



Houdu stands guard over the fire guard, seen here, as #2 cranks

THE LEADING EDGE

Project Police Salute Passing of PPO Irvine's Father

A couple of months ago, the *Project Police* received notice of the passing of **Bill Irvine's** father. During an impromptu Board Meeting in the FTE Lunchroom (aka BX Food Court), **PPO Leigh Kelly** suggested that EAA Chapter 1000 send flowers for the memorial. The assembled quorum of board members unanimously approved the operation, and in good military tradition, commissioned **Leigh** to be in charge of executing the plan.

In response, Bill's mother **Margaret** sent the following note:

April 17, 2005

Dear Leigh,

I have never seen anything more beautiful than the bowl of plants the EAA sent to me when my husband passed away. The stone bowl itself is something to treasure and I will.

Even though I knew Bill had gotten very frail in the past few months his death was totally unexpected and a great shock to us all. I keep saying "Wait a minute, God-I didn't get to tell him goodbye."

Bless you all for being so thoughtful.

Fondly,

Margaret Irvine

From April's Visit With The Academy Cadets

2 May 05

Dear Doug and Gail Dodson,

The cadets and staff of AE456 really enjoyed spending time with you at your home last week. The burgers and dogs you served us were great as were the cold beverages. We truly appreciated the time of camaraderie with fellow aviators. Again, thank you for opening your home to us and the enjoyable evening.



With much thanks,

AE456, S05
USAF Academy



Weapons Of Math Instruction

AT NEW YORK's Kennedy airport today, an individual – later discovered to be a public school teacher - was arrested trying to board a flight while in possession of a ruler, a protractor, a slide rule, and a calculator. At a morning press conference, the U. S. Attorney General disclosed that he believes the man to be a member of the notorious Al-gebra movement. He is being charged by the FBI with carrying weapons of math instruction.

"Al-gebra is a fearsome cult," he declared. "They seek average solutions by means and extremes, and sometimes go off on tangents in search of absolute value. They use secret code names like 'x' and 'y' and refer to themselves as 'unknowns,' but we have determined they belong to a common denominator of the axis of medieval with coordinates in every country. As the Greek philanderer Isosceles used to argue, there are three sides to every triangle."

When asked to comment on the arrest, the President stated, "If God had wanted us to have better weapons of math instruction, He would have given us more fingers and toes. I am gratified that our government has shown us a sine that it is intent on protracting us from these math-dogs, who are willing to disintegrate us with calculus disregard. Murky statisticians love to inflict plane on every sphere of influence. Under the circumferences, we must differentiate their root, make our point, and draw the line." The President warned, "These weapons of math instruction have the potential to decimal everything in their math on a scalene never before seen, unless we become exponents of a Higher Power and begin to factor in random facts of vertex."

The Attorney General concluded, "As our Great Leader would say, read my ellipse. Here is one principle he is uncertain of: though they continue to multiply, their days are numbered as the hypotenuse tightens."

Proof It Did Fly At One Time...

(Provided for your enjoyment while **Hojo** and **Dave** struggle to get the G-202 back together. These pictures were taken by **Michelle Davis** back in December 2004. **Randy Kelly** is the photoshop pilot with **Bill Irvine** right behind him.)





Project Police Aircraft Spotters Quiz

So much for being tough...*PPO Murry Rozansky* replied within an hour of last month's newsletter publication with:

"It is a Bell Airabonita, XFL-1, prototype of Navy version of P-39, Airacobra. I think the Navy bought Corsairs instead. What did they know?"



A few days later *PPO Karl Lewis* sent in "The answer to your mystery aircraft is the: Bell XFL-1 Airabonita. It was an attempt to sell a derivative of the P-39 Airacobra to the Navy back in 1941. It failed its initial carrier qualifications and the Navy lost interest in it after the start of WW II. Horrible name though...I wonder who thought that name up!"

PPO Lee Erb who submitted this odd-ball aircraft suggests for further information

http://www.microworks.net/pacific/aviation/fl_airabonita.htm .

You'll want to read that article to see not only the requirements levied on the design by the Navy (some of which seem silly today) as well as the final disposition of the single prototype (hint: we won't be taking a field trip to go see it)


Enough of last month's nonsense! On to this month's nonsense. Here are some photos sent to us by an undercover member of the *Project Police Auxiliary* in EAA Chapter 105.



Your job is to simply identify the aircraft shown above and send that information to erbman@pobox.com or to the editor's address seen on the last page of this newsletter. Include any other information you know, such as the historical event that this airplane is famous for. Links to web sites with more info are a plus. Next month we'll tell you who (if anyone) was correct.

Web Site Update

As of 11 June 2005, the hit counter stood at **99117**, for a hit rate of about 24 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 21: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942
- Jul 5: EAA Chapter 49 Monthly Meeting**, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646
- Jul 12: EAA Chapter 1000 Board of Directors Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942
- Jul 19: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942
- Aug 2: EAA Chapter 49 Monthly Meeting**, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646
- Aug 9: EAA Chapter 1000 Board of Directors Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942
- Aug 16: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942
- Sep 6: EAA Chapter 49 Monthly Meeting**, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646
- Sep 13: EAA Chapter 1000 Board of Directors Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942
- Sep 20: NO EAA Chapter 1000 Monthly Meeting**, go to AWOH instead
- Sep 24: Aerospace Walk Of Honor Street Faire**, Lancaster CA. (661) 609-0942
- Oct 4: EAA Chapter 49 Monthly Meeting**, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646
- Oct 11: EAA Chapter 1000 Board of Directors Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942
- Oct 18: 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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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, 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**

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

ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
REGULAR MEETING AT HIGH CAY 21 JUNE
14TH HOROWITZ FLY-IN REPORT/PIX
MR. KOMMANDANT'S WILD RIDE
IRVINE SELLS B-17s...**



The Leader In Recreational Aviation