



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

President	Gary Aldrich	661-609-0942
Vice-President	George Gennuso	661-265-0333
Secretary	Kent Troxel	661-947-2647
Treasurer	Doug Dodson	661-256-7276
Newsletter Editor	Russ Erb	661-256-3806

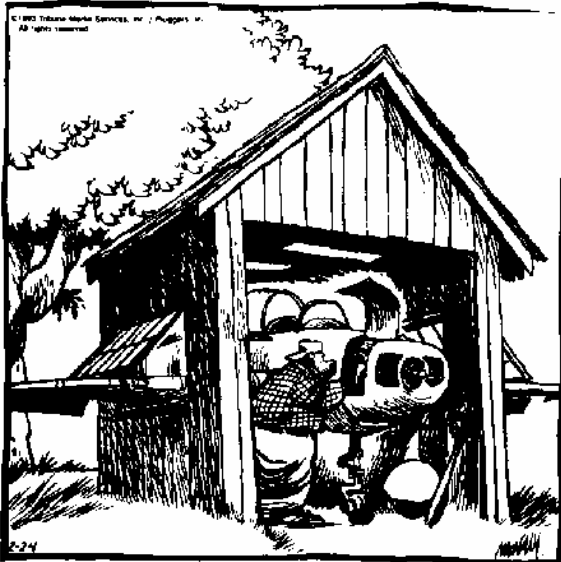
<http://www.eaa1000.av.org>

September 2007

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:

PLUGGERS



*You're a plugger if you've built
an airplane from the runway up*

A New Old Meeting

Tuesday, 18 September 2007

1700 hrs (5:00 PM Civilian Time)

USAF Test Pilot School Auditorium

Edwards AFB, CA

Well, boys and girls, in keeping with best practices and an endeavoring to keep EAA Chapter 1000 at the cutting edge of aviation organizations, I have decided to move forward with the next meeting venturing into areas that we have previously not tapped. That said, there will be some old and some new on the agenda. First off the old, how about some project reports and some interesting places to fly to? Also in the old category, have you used any interesting tools or invented a new process that you could share with us. And now the new, have you taken a **nice vacation lately?** (*hint, hint, Kommandant...*) If so tell us about it. I'm sure we'll all benefit from your experience and learn something about traveling. Believe it or not, some of our members do not take vacations and hearing about one will be a new experience for them. They may even decide to take one.

As usual, we'll start the meeting off with chips and dips in the TPS lounge. We will also have an assortment of beverages both leaded and unleaded and the all important chocolate chip cookies. Remember, it's not a meeting until all of the chocolate chip cookies are gone.

After the meeting we will make our way down to the BK lounge for some sumptuous eating and a chance to rehash aviation and world problems and come up with solutions that only Chapter 1000 members, in their infinite wisdom, could come up with. You don't want to miss this meeting because we are venturing into the unknown. Or is that toward the unknown?

(If you have pictures you want to show, put them in a Powerpoint show or just bring the JPEGs. Bring them on a CD or a USB thumb drive and we'll take care of you.)

(If you don't have normal access to the base, be sure to get your "visit request" in to the Kommandant ASAPly. You can find out how to contact him at both ends of this newsletter.)

- George "Knife" Gennuso

Vice Kommandant

Last Month's Meeting

EAA Chapter 1000

Clear Channel Stadium *nee* The Hangar

Lancaster CA

25 August 2007

George Gennuso, Presiding

The Chapter took in the national past time of watching a baseball game and swilling beer in the **Lancaster City Skybox** at **Jethawk Stadium**, courtesy of **Mrs. Kommandant Anne Aldrich**. Regrettably, **Mr. and Mrs. Kommandant** were unable to attend as they were on an Alaskan cruise. However, eleven other chapter members and guests watched as the beloved **Jethawks** were defeated by the visiting **Stockton Ports** by a score of **13 to 4**. This despite the **Jethawk's** winning season and subsequent playoff participation currently underway.

The evening was billed as **"Buzz Aldrin Night"** as well as **Aerospace Appreciation Night** with all the local industry firms, **SETP** and **Air Force** groups in attendance. Early arrivals were provided **Buzz Aldrin Bobbleheads**,

THE LEADING EDGE

none of which were obtained by chapter members. We got the real thing instead.

Buzz threw out the 1st pitch at 6:45, followed by the singing of the National Anthem by a tone-deaf 6 year old girl, culminating with two low passes by a NASA F/A-18.

At some point during the game, **Buzz**, **Bill Dana** and **Gordon Fullerton** all appeared on the first base line and waved to the crowd. I am uncertain as to the time as my recollection of the events are a bit hazy due to beer consumption which was in constant supply.



Opie/Houdo is the first to shake hands with Dr. Buzz



Top Row: Cathy Pattison, Scott Weathers, Buzz Aldrin, Penny Erb, Doug Botbyl

Bottom Row: Gail Dodson, Doug Dodson, Nina Troxel, Kent Troxel, George Gennuso (already left)

However, shortly after, **Cathy Pattison** waited outside and waylaid **Buzz** into visiting the skybox. **Buzz** and his assistant **Kathryn** came in and casually asked how we were all doing. Being somewhat inebriated and fixated on the game, probably more of the former, none of us had the presence to recognize him. **Buzz** was gracious enough to introduce himself, and of course, we all made **buffoons of ourselves** clamoring to greet him. We pumped his hand nearly sufficient to cause him to wet himself. Assistant **Kathryn** was able to extricate **Buzz** before further embarrassment ensued. **Erbman**, the only guy with a camera, sat slack jawed and failed to record the event.

Therefore, any pictures you see here are products of Photoshop (*how could you tell? Besides, it's Paintshop Pro. Photoshop costs too much*).

Kathryn did return later for a beer (how'd she know we had beer?), at which time we solicited an autographed picture of **Buzz**. We're told that it has arrived. We'll see if **Stormy** has enough presence of mind to bring it to the meeting.

The devastating loss to the Ports was followed by a dazzling display of fireworks courtesy of the **Edwards Federal Credit Union**, whom we thank.

Vice Kommandant Gennuso had to excuse himself earlier in the evening, so no senior staff member was present to declare victory, which would seem somewhat inappropriate given the **Jethawks** loss. As such, we simply lamented that we had run out of beer and just went home.

- Kent "Cobra" Troxel, Col, CAF
Minister of Propaganda

Kommandant's Korner

(How can one guy be so incredibly smart and so absent minded at the same time? Sounds like someone who could feel strongly both ways.



Your **Kommandant** showed his outstanding intelligence by taking the lovely and talented **Mrs. Kommandant** on a two week cruise around **Alaska** (it's tough to drive a boat through Alaska) to celebrate their excellent decision to embark on 35 years of wedded bliss.

However, your **Kommandant** simultaneously showed **gross poor judgment** by scheduling said cruise at such a time as to interfere with his primary monthly responsibility, namely writing some moderately interesting drivel to fill this space so that **Evil Editor Zurg** doesn't have to print more gratuitous **Bearhawk** pictures. Bad Kommandant! Bad Kommandant!

In an outstanding example of the **wingman concept** (the latest Air Force program to feel good about ourselves), **Erbman** enlisted some of his **Bearhawk Buddies** who actually live in the 49th state to provide some pictures simulating things that the **Kommandant** might have done in Alaska.

Hopefully our simulated cruise wasn't more exciting than the **Kommandant's** actual cruise.

If you want to find out about what the **Kommandant** and **Mrs. Kommandant** really did in Alaska, you'll have to come to this month's meeting.)

Check 6 and fly safe!

- Gary Aldrich
Kommanding



The Kommandant and Mrs. Kommandant in North Pole AK check out a sub-scale replica of the Alaska state bird...er...insect... (Kommandant played by Pat Fagan. Mrs. Kommandant played by Carol Fagan)



The CAP draft the Kommandant to teach the troops the finer points of flying a Beaver in Soldotna AK (Kommandant played by Paul Minelga)



The Kommandant and Mrs. Kommandant digging razor clams at Cook Inlet (Kommandant played by Pat Fagan. Mrs. Kommandant played by Carol Fagan)



Mrs. Kommandant snaps a picture of the Kommandant paddling her around one of Alaska's many rivers and lakes (Kommandant played by Del Rawlins)



The Kommandant practices his snow-blower technique in Seward AK (Kommandant played by Matt Jones)



The Alaska Pipeline maintenance crew asks the Kommandant to assist them in troubleshooting one of their gas-turbine power plants (Kommandant played by Rod Smith)



Kommandant prepares to clean the 60 pound Alaskan Flounder he caught using a piece of parachute line inner core and a hook fashioned from some safety wire from his survival kit trolled behind the cruise ship (Kommandant played by Bob "Planter Bob" Romanko. Mrs. Kommandant played by Brenda Romanko)

Tommy The Test Pilot

or TTTP becomes TTTTTTP

I have been fortunate to know many test pilots, both civilian and military. I even was fortunate to work with a few during my 50 years in the aircraft industry.

However, none of them were quite like the legendary **Tommy The Test Pilot** that I described years ago to the Scouts in my troop at summer camp. The series was "broadcast" each of the 6 mornings in camp over the mythical radio station KUBC. UBC stood for our sponsoring organization, University Baptist Church.

Tommy The Test Pilot did not have the experiences of **Tailspin Tommy**. In fact, he was unlike the old time swashbuckling test pilots that climbed into the cockpit, sobered up on oxygen, then asked, "What do we do today?" **Tommy** was not superstitious but was an engineering type test pilot, analyzing his every action or reaction to the aircraft he was flying. He always knew all the emergency procedures.

His one fateful flight was scheduled on Friday the 13th during the 13th month of flight test of the super long range hypersonic interceptor. Oh, yes, it was to be on the 13th test vehicle of McNamara's 26 preproduction aircraft (No experimental models as they were not needed, so McNamara thought.)

Tommy's flight card said that he had clearance for takeoff at 1:00 o'clock pm (1300 hours for you military guys.) He had 13 maneuvers to complete. The 13th was to be high speed inverted flight at 40,000 feet. (40,000 feet in those days was extremely high altitude requiring pressure breathing.

Naturally the first 12 maneuvers went well and the data recorder worked as it should. The last (13th) maneuver did not go well.

Tommy The Test Pilot took-off at the appointed 1300 hours, climbed to 40,000 feet and flew his planned 12 maneuvers as he flew from the coast to the end of the inland range. The weather was clear and smooth so the maneuver data recorded was excellent.

He made a graceful turn and headed back for the coast. The distance was just right for his 13th maneuver and an eventual let down to land at his base.

Feeling good about his flight and he did a snappy 540 degree (at 540 deg/sec) roll into the planned inverted flight and slammed the throttle full forward (no twist grip).

And then IT happened.

Tommy's first maneuver in high speed inverted flight was to bank in 15-degree increments maintaining altitude. But on his first attempt the controls were locked.

Tommy thought, "I bet someone left a bucking bar someplace when they had replaced the skins on all the control surfaces. That 540-deg roll in one second must have dislodged the bar from its previous location."

"I'll just throttle back and descend to a lower altitude so my oxygen supply does not run out and give time for the ground crew to figure out what to do," Tommy thought. But, the throttle was jammed all the way forward and would not come back.

There he was: 40,000 feet, flat on his back, the flight controls locked, the throttle jammed in full power, and headed to the coast and blue ocean waters.

Tommy tried everything the ground crew suggested but nothing solved the problems. He even bent the control stick trying to move the controls as he gradually became **Terribly Terrified**.

The last suggestion was to do a high-speed ejection and let the aircraft run out of fuel over the ocean. But the ejection system would not work.

By this time Tommy The Test Pilot who was usually calm in emergencies became Tommy The Tired Terribly Terrified Test Pilot (or TTTTTTP).

Finally Tommy came to his senses again and decided to try **one more thing** before he said his prayers.

AMAZING !!! IT WORKED !!!

The controls freed and the throttle came back and Tommy The Tired Terribly Terrified Test Pilot became calm and returned to the legendary Tommy the Test Pilot to fly another day.

*(How did Tommy The Test Pilot solve the problems? Send you solutions to **Evil Editor Zurg** and next month Tommy The Test Pilot's solution will be revealed. - The author)*

- **Lee H. Erb**, aka **Erb the Elder**

EAA Chap 1000 Det. 5, Arlington, TX

Paintin' With The Erbman

or "Have I Mentioned Lately How Much I Hate Painting?"

As the **Bearhawk** is in the "paint and final assembly" stage, this seemed like a good time to pass on the various solutions I have found to the various problems of applying

coatings to various aircraft materials for the purpose of preventing corrosion and improving appearance.

Breathing



First of all is the breathing thing. I'm a real fan of breathing, as I'm sure most of you are. I like to do it most all of the time in combination with whatever activity I'm doing at the time. There have been some problems with breathing while I'm eating, but that discussion is beyond the scope of this article.

Breathing air is preferred, especially air with at least 20% oxygen content. There are all sorts of other gases and airborne particulates that can also be inhaled that don't exactly promote good health. If you're like me, breathing solvent vapors can also rapidly lead to nasty headaches, which really inhibit your ability to concentrate on the task at hand.

Many of these gases and particulates are byproducts of the painting process. Therefore, we need some equipment to separate the good air from the bad gases and particulates. In many cases, a reasonably good quality respirator from Home Depot or Harbor Freight will do the job just fine.



Twin Cartridge Respirator (remove covers before use)

For at least one operation I'm doing, the simple filter respirator won't do the job. My final color coats are Poly-Fiber Aerothane, which is a wet-look, high-gloss polyurethane. DuPont Imron is another polyurethane. Polyurethanes result in a very hard, robust finish that looks great. They only have one very minor drawback—they **can kill you**. The isocyanates used in the hardener are highly toxic (note that "isocyanate" has the same root word as "cyanide"), can cause permanent asthma and are odorless. The isocyanate molecules are so small they pass right through the respirator filters. Because they are odorless, you don't know that you're poisoning yourself. If you want a first hand report of just how bad they are, ask **Jack Hakes** of EAA Chapter 49. He started spraying polyurethanes one morning using only a respirator, and as a result spent that night in the hospital barely able to breathe.

As a side note, according to **PPO Jon Goldenbaum**, the risk is only while the vapor/particulates are suspended in the air, because the risk is of inhalation. As soon as the

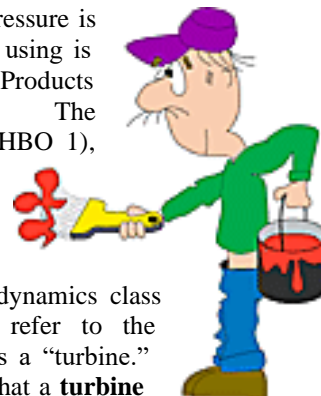
mist is fully gone, there is no risk from the isocyanates and breathing protection is no longer required.

So what's the solution? A forced air respirator system. This provides air drawn from another location away from the paint mist, pushed down a hose and into a mask around your face at slightly higher than atmospheric pressure. Any air you don't breathe just goes out the mask exhaust port. Because the pressure in the mask is higher than atmospheric pressure, the nasty isocyanate mist can't get into the mask. Fortunately the pressure is not so high that you have to work to exhale like you did when you practiced pressure breathing at the altitude chamber.

The source of the air pressure is an air pump. The one I'm using is from Axis Products (<http://www.axispro.com>).

The HobbyAir 1 (part number HBO 1), the cute yellow box in the picture below, is the air pump. The marketers of most products like this apparently flunked Thermodynamics class in college, because they refer to the impeller of the air pump as a "turbine." Of course, all **PPOs** know that a **turbine** is a device that extracts energy from a gas flow in the form of a rotating shaft. The impeller would be more correctly called a compressor or simply a fan.

The box is very simple. It draws air in through a HEPA filter (keeps dirt and dust from being blown in your face) and passes it through a centrifugal impeller which is driven by an electric motor, powered by a short 110 VAC power cord. The air exits the impeller and is forced down a hose. As this technology is essentially the same as that found in most vacuum cleaners, that's exactly what it sounds like. High pitched, loud, and annoying. I don't have a dog, but I bet if I did it would be barking at the yellow box.



HobbyAir 1 Forced Air Respirator System

As shown above, the HobbyAir 1 comes with a half-face mask that looks similar to the oxygen mask that many of us fly with in the fast jets. Because you will also want eye protection (I think the paint fumes can be irritating to the eyes as well), the half-face mask requires use of the "Spaceman Spiff" hood (part number 13001).



Pull Over Painting (“Spaceman Spiff”) Hood

This is the setup (half-face mask and Spaceman Spiff hood) that **PPO Vince “Opus” Sei** used to paint his airplane. While it works and is inexpensive, Opus reported that he didn’t care for it that much. Apparently keeping the hood from falling in an inconvenient direction that blocks your view is an issue.

What Opus recommended based on his experience was to spend a few more bucks and get the full-face mask (part number FF01). This looks surprisingly like the fire-fighting masks available on many large Air Force aircraft. It may even come from the same manufacturer. Based on Opus’ recommendation, I went with the full-face mask and it has worked wonderfully.



Full-Face Mask

The funny thing at the end of the hose in the picture is a belt that the hose connects too. This is critical, so that when you move around dragging the hose behind you it is your waist pulling the hose instead of your chin.

A critical accessory with the full-face mask are the lens protective covers (part number 12126). These keep the paint mist from settling on the mask lens (window). When the cover gets hard to see through, you simply remove it and put on another, sort of like those in-car cameras in NASCAR or Indy racing, or the drivers helmets for that matter. This is the only real consumable of the system, and the covers sell for \$25 for a package of 25. The cost per protective cover is left as an exercise to the student.



Protective Covers

For the optically challenged amongst us who use the Mk II eyeball, there is an issue with the full-face mask—you can’t wear your normal glasses while using it because it interferes with the seal. Axis Products’ solution to this is a spectacle frame (part number 12128) which fits inside the full-face mask and becomes part of the mask. Of course, you’ll have to take them to your optical shop to get lenses made for them in your prescription, at an extra charge, of course.



Spectacles Holder for Full-Face Mask

For those of us who have dedicated at least part of our lives to the service of our country there is another option. Back in about 2001 I was issued a pair of glasses specifically meant to be used with a gas mask. I had no idea what I would ever do with those, but I kept them anyway. Well, the gas mask is a similar design to the full-face mask, and the gas mask glasses work beautifully with the full-face mask. Basically they are a glasses frame held on your nose by a thin rubber strap that comes out under the seal. If you haven’t had Uncle Sam issue you a pair, you might be able to find the frames at a government surplus store. Of course, you’ll still have to take them to your optical shop to get lenses made.

As a double-optically challenged dude, I had my lenses made with bifocals. Turns out that wasn’t very successful, since most of the view through the lower bifocal is blocked by the frame and rubber part of the mask.

The hoses used are essentially vinyl garden hoses. In fact, the connectors at either end are standard garden hose

connectors. When I needed a second hose for length, I looked at just buying the same size garden hose instead, but it turns out the Axis Products hoses are priced comparably, so I ordered it from them.



40 foot HobbyAir Hose

I saw something on the web site that hinted that the HobbyAir 1 could only support a single 40 foot hose. I needed 80 feet of hose to get the blower out of the garage and near a power outlet. I added a second 40 foot hose and didn't notice any degradation. Works just fine.

Prior to painting, there was the sandblasting. Axis Products sells a sandblasting hood to use with the HobbyAir system, but it is quite pricey (\$595). I used the system as described above with the full-face mask and it worked just fine. The cool air on my face was nice, as was keeping the sand dust off of my face and out of my eyes as well.

Special Deal For Project Police Officers

The system I am using actually has dual ownership. **Opus** owns the air pump and the second hose. **Erbman** owns the first hose and the full-face mask. **Opus** agreed to let us use his stuff on the condition that if he ever calls saying he needs it that we will ship it to him. You'll need to supply your own lens protective covers.

Keeping Overspray Off Of You And Your Clothes

One of the many things I dislike about painting is cleaning up. I determined that if I could have an external skin that I could just pull off and throw away, that would be a lot easier. As a special bonus, it also avoids the health risks of having solvents in contact with your skin.

The primary line of defense is a DuPont Tyvek® paint suit, available from that favorite homebuilt supplier McMaster-Carr (<http://www.mcmaster.com>). I prefer the "Deluxe Coverall" (part number 5231T39, \$7.56 each) because the coverall includes a hood and feet (shoe covers). The top of catalog page 1728 has a table of sizing guidelines based on height and weight.

For gloves I use the infamous rubber exam gloves. I've used both latex and nitrile. I've found them at Rite-Aid and also in bulk at Costco. There are several sizes, so get the one that fits you. I have found that while wearing them my hands get a little sweaty, which is normally not a

problem. The only problem that I've run into is if I need to pull one off and put another on right away the glove will not slide onto a wet hand. One solution is to use the compressed air gun to dry my hand quickly.



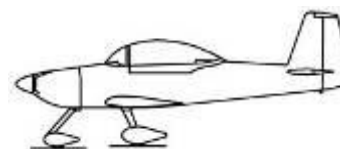
Erbman in his fully protective ensemble

Next month: The difference between high pressure spray guns and High Volume Low Pressure (HVLP) spray guns.

- **Russ "Erbman" Erb**
Reluctant Painter

Stormy's TRC

As of 8 September 2007, TRC = 1951



Web Site Update

As of 9 Sep 2007, the hit counter stood at **117263**, for a hit rate of about 16 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

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

Oct 2: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Oct 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Oct 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Nov 6: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

Dec 4: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Dec 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Dec 18: EAA Chapter 1000 Festivus Etc Celebration, time and location to be announced (661) 609-0942

Jan 1(?): EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

Feb 19: 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:

President/Flight Advisor Gary Aldrich: gary.aldrich@pobox.com

Vice President George Gennuso: pulsar1@sbcglobal.net

Secretary Kent Troxel: kenttroxel@sbcglobal.net

Treasurer Doug Dodson: douglas.dodson@pobox.com

Technical Counselors: Gary Sobek Gary@rvdar.com

Bill Irvine wgirvine@yahoo.com

EAA Chapter 1000 Technical Assistants

Composite Construction		
Doug Dodson	douglas.dodson@pobox.com	661-256-7276
George Gennuso	pulsar1@sbcglobal.net	661-265-0333
Brian Martinez	brianmmartinez@aol.com	661-943-5379
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Wood Construction		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Aluminum Sheet Metal Construction		
Bill Irvine	wgirvine@yahoo.com	661-948-9310
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
Russ Erb	erbman@pobox.com	661-256-3806
Welding/Welded Steel Tube Construction		
Russ Erb	erbman@pobox.com	661-256-3806
Engine Installation		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Doug Dodson	douglas.dodson@pobox.com	661-256-7276
Electrical Systems		
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
Instrumentation and avionics requirements for VFR/IFR		
Gary Aldrich	gary.aldrich@pobox.com	661-609-0942

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****C/O Russ Erb****3435 Desert Cloud Ave****Rosamond CA 93560-7692****<http://www.eaa1000.av.org>****ADDRESS SERVICE REQUESTED****THIS MONTH'S HIGHLIGHTS:****REGULAR MEETING @ TPS 18 SEP 07****KOMMANDANT'S SIMULATED CRUISE****TOMMY THE TEST PILOT****PAINTING WITH THE ERBMAN****The Leader In Recreational Aviation**