



# 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>

**October 2010**

*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:



*(yes, I know this picture was from 2009, but if Stormy had provided us with 2010 picture we would have used that)*

### How I Spent My Summer Vacation AirVenture 2010

**The Story Of A Boy, A Truck, And 5000  
Miles Of Interstate Highway  
Scott "Stormy" Weathers  
Tuesday, 19 October 2010  
1700 hrs (5:00 PM Civilian Time)  
USAF Test Pilot School Auditorium  
Edwards AFB, CA**

*(As is de rigueur with government programs, this presentation was shifted to the right by one month. This was necessitated by some darn fool at the Systems Group deciding that a test mission that Stormy was in charge of that had to be run at Charleston AFB just had to be run the week of our meeting, thus requiring Stormy's presence on the other coast when he was supposed to be talking to us. Stormy said something about the Systems Group paid him better than just a combo meal at Burger King, so we would have to wait another month to hear about his adventures at Oshkosh. We promise it will happen this month, unless something else happens to make that impossible.)*

Ladies and Gentlemen,

I am prepared to offer you a **"Death by PowerPoint"** opportunity. Join me at the TPS auditorium, and I will regale you with stories of my pilgrimage to **Oshkosh**. There will be suspense, intrigue, mystery, and perhaps a

little humor as I describe in excruciating detail every mile, every step, every breath I took during my two and a half week trek to Oshkosh and back. For what it's worth, those of you who subject yourself...er...uh...I mean avail yourself of the opportunity will be rewarded with free handouts. Yes, I returned from Mecca with trappings to share with my One Kay colleagues. See you there. Really, though, I don't plan to talk that long. As soon as the slides are done, we can go get a hamburger, and the real meeting can begin.

#### - Scott "Stormy" Weathers

Vice Kommandant

*(by the way, the Base Burger King Dead Kow Emporium (BKDKE) is scheduled to still be closed on our meeting day, so expect that the telling of tall tales will continue at the BX Court o' Food)*

### Last Month's Meeting

#### EAA Chapter 1000

USAF Test Pilot School, Scobee Auditorium  
Edwards AFB, CA

21 September 2010

Gary Aldrich, Presiding

As mentioned to the left (←), our scheduled speaker **Scott "Stormy" Weathers** was called away on a higher priority mission and unable to speak to us as planned. The **Vice Kommandant, Scott "Stormy" Weathers** was not informed of this change until it was too late to line up a replacement program. You'd think people would talk to themselves.

I would tell you all about the replacement program that we found, but what's the point when you can view it yourself by going to <http://www.eaa.org/webinars>, clicking on the "Webinar Archives" and searching for "Design & Flight Characteristics of Spirit of St Louis". Watch that and see what we saw.

Earlier this year EAA started a program of "webinars" which are seminars held using streaming video over, well, "the web". Of course, the idea was/is that you would sign up for one of these events, then be on your computer at the designated time to listen to a presentation and see the

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Powerpoint® slides on your screen. You could also participate in a limited fashion by voting in polls and submitting questions to be asked to the presenter. While they were at it, EAA recorded these webinars and put them on the web site so that other people could watch them after the fact. I found these while surfing around one day looking for entertainment while eating lunch (honest, Dave, I would never watch one of these during duty hours...) and realized that what they had here was a meeting presentation with the minor detail that it was hard to see the presenter. Not only that, but the presenter doesn't demand that their meal be supersized at the BK Dead Kow Emporium afterwards. There are a whole bunch of recorded webinars now on many different subjects. You'll probably find something there that will interest you.

The meeting went well and the presentation was very well done, but there was one more obvious opportunity for comedy. The next day I sent the following e-mail to EAA:

"The **Project Police** of EAA Chapter 1000 (Edwards AFB CA) would like to thank **Sean Elliott** for filling in at the last minute as our meeting speaker on Tuesday 21 September 2010 when our scheduled speaker had to go to Charleston AFB at the request of the government to run a critical 7-ship C-17 formation flight test in support of our national defense.

Don't bother running to check the EAA travel vouchers and don't bother asking Sean what it was like flying into Edwards AFB because he won't remember. No, I suspect Sean was somewhere in the area of Oshkosh WI on 21 September 2010, but it sure seemed like he was here.

What the heck am I talking about? For our meeting program we streamed Sean's Webinar on "Design & Flight Characteristics of Spirit of St Louis" from 21 May 2010. It was an excellent program and was well received. It was just like having him here speaking to us with Powerpoint and everything, except we couldn't see him and we couldn't take him to dinner at the base Burger King afterwards.

We also wanted to pass on that we think this Webinar series that EAA has started is an exceptional idea and a great use of the technology available. Even if you don't have many participants real time, the recorded presentations reach many more people after the fact.

As we found out this is also a great way to get high quality presentations available to the chapters as well without dipping into a travel budget that most of us don't have.

If you needed any encouragement to continue the webinar series, consider yourself encouraged.

Please pass this on to Sean so he can enjoy thinking about the trip he didn't actually make...

Russ Erb

EAA Chapter 1000 Newsletter Editor and Webmeister"

The next day the following response came back from EAA:

"Mr. Erb:

Good afternoon! I have passed your email onto Sean, and I'm sure he'll be in contact with you regarding your

email- it made me chuckle a few times, and I'm sure he'll appreciate it! I've also passed it onto the gentleman who runs our Webinars (Charlie Becker) as I'm sure he'd like the feedback as well! Thank you for taking the time to let us know what you think!

If there is anything else I can do to be of help, please let me know via email or by calling me directly at (920)426-6130.

Have a wonderful day!

Grace Gardinier, EAA #849106

Membership Representative  
EAA-The Spirit of Aviation"

Much as I suspected, it never occurred to the folks at EAA that they were recording readymade chapter meeting programs when they started this webinar thing. Apparently this smack over the head woke them up to what they were doing. About 1.5 weeks later **Brady Lane**, EAA's Multimedia Journalist, was out here to cover the **Flight Test Nation Lakebed Fly-In** and contacted **Erbman** to find out more about the **Bearhawk**. Brady mentioned that our little stunt had made EAA's Twitter feed with this tweet:

"**EAAupdate: When #EAA Chapter 1000's speaker canceled last month, they used archived EAA webinar for presentation. Cool idea! [www.eaa.org/webinars](http://www.eaa.org/webinars)**"

That's right. The **Project Police**, slapping EAA back into line.

That's about it. Most of this is true.

- **Russ "Erbman" Erb**

Backup Deputy Substitute Minister of Propaganda

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## Kommandant's Korner

Seems like only last month that Zurg was hovering over me to spew forth some more of my wisdom and wit to entertain and enlighten. In

our last episode our hero (that would be me) was doing manly things like traipsing around in the fields with firearms and enthraling crowds of airshow-goers. Alas, since then life has intervened with various road-based excursions to places like Carlsbad (CA, not NM) and Anaheim for the weekends; leaving the VC-180 to fend for itself in hangar 703.

I did, however, squeeze in one mission just before this writing when **Mrs. Kommandant** and I launched out to KLAS airport in glitzy, downtown **Las Vegas**. We were accompanied on the journey by the **F-35 Banana Raptor** ably captained by our own **PPO** and Treasurer **Doug Dodson**. He was escorted by the chapter logistics officer, **Gail**. We departed separately together from different airports at about the same time...standard Chapter 1000 formation procedures. Why, you might ask, would you take two four-place airplanes from virtually the same place to exactly the same place with only four people? Because we CAN, that's why. We had both filed IFR flight plans in



the mostly CAVU weather in order to smooth our entry into the busy Las Vegas airspace. Our typical lack of prior coordination meant that we filed and were issued routings that were just enough different that we didn't conflict with each other. Almost like we planned it that way.

At any rate, we arrived at **Atlantic Aviation** within 10 minutes of each other...the F-35 landing first due to the slightly shorter routing. There, we discovered the polar opposite end of the cost scale from last month's trip to Yuma. Parking was \$20/night, the "Security Fee" (?) was \$15, and the minimum 15 gallons of fuel I bought to avoid the ramp fee cost me \$7.31 each. Obviously, the thought is that if you can afford to fly your own airplane into a place that's express purpose is to remove the remaining money from your wallet you won't mind paying for the privilege. There are other options, of course, for visiting Las Vegas by air, but they all would entail long, expensive cab rides and less time at the gambling tables. Ultimately, you get what you pay for and the convenient location of the FBO made for a quick and pleasant 5-minute courtesy van ride to the MGM Grand. At least, as **Doug** is quick to point out, we were treated as if we had just stepped off the Gulfstream V out front...you can't argue with that.

After a couple of days/nights of revelry in the "Entertainment Capital of the World", punctuated by a FABULOUS concert by Garth Brooks and some pricey, but delicious gourmet meals we, again, departed separately back to our respective homedromes. The **Dodsons** elected to do the dawn patrol, but the **Aldriches** chose to sleep in a bit before requesting the van-ride back to the **Fightin' Skywagon**. I've departed VFR from KLAS several times in the past and found myself sitting at the Rwy 19R hold-short line watching the oil temperature climb while the big jets were given departure priority off 25R/L. However, this time we must have really nailed the gap in the airline traffic since we were able to taxi directly from parking to clearance for takeoff with nary a "line-up-and-wait" delay call from the tower. That meant that we landed at WJF well before the wetness began falling from the leaden skies.

What's next for the wayfarers? Well, there's some Young Eagles to be flown this Saturday, then an oil change, then...who knows. I haven't received my orders yet...

Fly safe and Check 6!

- Gary Aldrich  
Kommanding



### Operation Rubidoux Sundown XVIII – Victory!

As advertised, the Flabobians of **EAA Chapter 1** lowered their defenses and allowed unrestricted access to the Flabob fortress to all comers. Of course, this was a perfect time for the **Project Police** to perform an inspection of the Flabobians.

Planning was proceeding very well, until someone realized that those crafty Flabobians had cleverly planned their Open House on the same day as the final day of the

Society of Experimental Test Pilots Symposium, which removed the **Fightin' Skywagon II** and **Giles G-202** from the available mission manifest. The date also conflicted with the Tehachapi Society of Pilots (acronym TSP, cleverly based at KTSP) Celebration of Flight, removing another possible **C-170** from the manifest. The **Banana Raptor** was seen taxiing out on the morning of the raid, heading to a destination of unknown location.



The sole remaining **Project Police Aerial Assault Vehicle** left on the manifest was the **RB-4 Combat Bearhawk**, call sign **Three Sigma**, or, if you prefer, **3σ**. **Three Sigma** was roused by her crew from her cozy hangar at **Storm Central** around 0700 into the rising sun.

After a brief breakfast of 100LL for **Three Sigma**, the crew took off and headed towards **Flabob International Airport** (KRIR). Since there was no need to rendezvous with other **Project Police Aerial Assault Vehicles** the staging stop at Apple Valley was deleted from the flight plan. After a brief conversation with SoCal Approach, **Three Sigma** was granted access to Flabobian airspace. Arriving fairly early, there was a surprising lack of aircraft in the pattern. At least initially. As soon as we made our initial call for entering the pattern, the previously quiet radio woke up with at least three other aircraft all seeming to try to arrive at the pattern at the same time we did. Flabobian fighters? Who knows. One Bonanza did get on our 6 close enough that he had to go around behind us because he didn't leave enough time for us to get off the runway.



After an adequate demonstration of landing technique by PIC **Erbman** (including multiple touchdowns to count as additional DOE trials), the crew, consisting of **Russ**

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“Erbman” Erb, Satoka “Tuki” Hanaoka, and Tim “Tim” Brien, followed proper *Project Police* protocol by assembling in front of the airplane to have their photo taken.



In fine coordinated *Project Police* fashion, reinforcements for the aerial assault crew were brought in by *Project Police Ground Assault Vehicle* carrying world-famous DC-2 passenger **Hellmuth Steinlin**.



*Three Sigma* was originally parked next to the Caudron racer, giving it a very cool spot. However, before we got the chocks fully in place they decided to move us across the taxiway to make room for the deHavilland DH.88 Comet. Oh, well. At least we got to park with other taildraggers.



EAA Chapter 1 had the famous Chapter Hangar (no airplanes allowed) open for forums.



The Flabobians still haven't gotten around to removing our brick. They must still be in dread. That, or they think we're really cool.



We found world-famous EAAer **Ray Stits**, designer of the Stits Playboy, inventor of **Poly Fiber**, instigator of the EAA Chapter program, and all around good guy. He immediately proceeded to lay into **Erbman** about how his Chapter 1000 newsletter arrived mangled by the post office. He told us of how they turned the address page upside down and that changed how the post office handled it. If you notice the end of your newsletter looks slightly different, you can blame **Ray Stits**.



Honorary *Project Police Officer Ray Stits* consented to being photographed with the *Project Police Tactical Assault Force*.



One of the forum speakers for the fly-in was **Dr. Sam Puma**, a former head of flight medicine at Eddy Air Patch and the inventor of the **Puma Method** for controlling motion sickness. Since he is the proud owner of a Bearhawk kit, he took a few moments before his presentation to quiz **Erbman** about **Three Sigma**. Oddly enough, he admitted to having about three other homebuilt aircraft projects in progress at the same time.



The Flabobians were doling out a pancake breakfast, so we partook of it so they wouldn't think their efforts were wasted. We were sitting in the shade because the temperatures were already North of 90 degrees on Mr. Fahrenheit's scale.



This very nice Cub or Cub replica was sitting in front of the Chapter 1 hangar and next to the eating area.



The aforementioned Cub came complete with period correct cream faced instruments. Wonder why those went out of fashion?



On another Cub, **Tuki** points to what appear to be drag producing devices—little tufts of cord neatly tied to the step, serving no apparent purpose, unless they were some sort of weird Angle of Attack gauge. This begs the question, could you notice the incremental drag of these cords on a Cub? Seems like they would be in the measurement noise.



Apparently the Flabobians decided they would need some fighter support to suppress the all-powerful **Project Police**. **Snoopy** wasn't available since he has a long-

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standing gig at Knott's Berry Farm. Therefore they called in the **Red Baron**, or a Red Baron wannabee, with a Fokker Dr.1 Triplane (*Dreidecker*), presumably a nicely built replica. It came with a radial engine in place of the rotary engine, non-authentic brakes on both main gear, and tail wheel in place of the skid. (*I'd make the same mods if it were mine*) I always find it entertaining on these triplanes the use of ax handles as skids under the wingtips, attesting to the horrible ground handling qualities with the narrow landing gear on grass fields.



The very nicely done cockpit of the Fokker Triplane, complete with simulated machine guns.



Tail of the triplane, with the very flat and rather large horizontal tail and the very small rudder with no vertical stabilizer. Apparently Reinhold Platz hadn't figured out that directional stability thing yet.



This was an interesting case of a Lancair that appeared to have been fully painted and presumably flying at one

time, but now the paint on the nose section and wing leading edges had been sanded off down to the fiberglass. No explanation for this was given. My first guess would be to repair some sort of extensive damage.



The **Flabob Express**, a Douglas DC-3 was on display and open for tours for a small donation. According to an article by **PPO Jon Goldenbaum** in the most recent **EAA Chapter 1 Wingnut** this aircraft was one of the 98 aircraft recently flown in to the Flight Test Nation Fly-In on Rosamond Lakebed at Eddy Air Patch. Watch for a reprint of his article in this publication soon.



Since the **Kommandant** was not with us, we filled in for him by drooling over this 1956 Cessna 180 which looked like it had just come from Wichita through a time warp.



The panel of the 180 had been restored to look as good or better than new.



Most interesting about this 180 were the brake fairings installed on the landing gear. The **Kommandant** insists that no Skywagon driver worth his avgas would be seen putting "wheel panties" over his tires. I wonder if these fairings are acceptable? I don't know how many knots of cruise speed these add, but I bet the airplane feels faster!



The Los Angeles AIAA Section has moved its Wright Flyer project to a hangar on Flabob. I couldn't really tell how close it is to being flyable, but most of the main parts seemed to be in place, including the destabilizing canard.



This appeared to be a mockup for the propulsion system, complete with all of the bicycle chains.



The engine in the propulsion mockup was most certainly not a replica of the original 1903 Wright engine. It looked a lot more like a Ferdinand Porche VW engine. In any case, I'm guessing it has a little more than the Wright's original 12 horsepower.



The Wrights had apparently used the page from the Aircraft Spruce and Specialty catalog with the aircraft cable on it to wrap up a customer's order, as all of the bracing wires and control wires on the aircraft are hard, rigid wires. Since hard wires don't go around pulleys very well, they used a sprocket as a pulley and a short piece of bicycle chain to get around the corner.



This is the recently completed **Caudron** racer, the latest to come out of the racer replica specialists at Flabob. **Ray Stits** told us that this aircraft had recently been to France (source of the original racer) where it created quite

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a stir amongst aviation enthusiasts. The airplane looks very nice from the outside, but is extremely simple inside. There's not even a seat cushion for the pilot. Presumably this was one of those aircraft that the pilot wore a seat-pack parachute, not so much for safety as for a seat cushion.



The Caudron landing gear door had a section at the bottom that folded up on the ground to give ground clearance. Upon inspection the actuation system was found to be incredibly simple. With the gear down, a torsion spring around the hinge holds the door open. Air loads probably help keep it open too.



As the oleo extends with weight off wheels, the lower landing gear door moves down with the wheel. A cable attached to the upper gear door then pulls on the lower door flap, causing it to move to the closed position. Very clever and very lightweight.



Other replica racers on display included the Schoenfeldt Firecracker. Famous Lockheed Test Pilot Tony Levier flew the original.



**Tom "Mr. Flabob" Wathen's** de Havilland DH.88 Comet replica was towed out of its resting place and put on display. We suspect that it hasn't been flying for a while as there was a definite lack of propellers under the spinners. Maybe that was so it would look like the engines were running as is done on some plastic models.



**Rob "The Tumbling Bear" Harrison** had his custom Zlin aerobatic airplane on display. He also hosted a forum about aerobatics.



**Skydive Perris** brought out this **Ercoupe-ish** fuselage mounted on some sort of tricycle chassis. These sorts of things always look so cool in parades and at fly-ins, but the one thing that keeps me from designing and building one--where do you keep it the rest of the year?



The interior of the Ercoupe-ish vehicle included a steering yoke (cleverly operable from either seat), a VOR receiver and an AM/FM/Cassette deck. Also shown are a bunch of switches (some of which probably work) and fuse holders. No word if the microphone is hooked up to anything or actually works.

Around 1100 or so we had seen pretty much all there was to see and determined that they weren't planning to flip burgers or anything for lunch. This seemed like a good time to depart, so we pulled the Combat Bearhawk out of its parking spot onto the hard surface and climbed aboard. As we were taxiing past the Flabobians I glanced over at the OAT which was showing 100 deg F, which had something to do with why we were leaving (along with no wind). At this point I realized I was about to execute another test point--I had never taken off and climbed at that high of an OAT, and it is already a challenge keeping this tightly cowled engine from overheating.

We took off and climbed about 2000 feet, and the hottest CHT was already up to about 440 deg F, and I don't like it approaching 435 deg F. Fortunately, at this point I had to stop climbing before I climbed into the Ontario Class C, since I hadn't been able to contact SoCal approach yet. I throttled back to hold level flight at reduced speed and this gave the engine time to cool down. By the time I

had SoCal Approach on the horn I was almost out from under the Ontario Class C and started climbing for the Cajon Pass.

Our plan was to fly up to Apple Valley (KAPV) and drop in the airport restaurant for lunch. I tuned the radio to APV's frequency about 1200, and before I could say anything we heard a transmission stating that Apple Valley airport was now open, but would be closed again at 1230. I inquired as to why the airport was closed. I was told that there was an air show in progress, and it was in the NOTAMs so I should have known that. Sure enough, it was in the NOTAMs, but I hadn't looked at those since I didn't expect to go to Apple Valley that day. While we could have landed in the window, I didn't know how long the air show would go on, and I didn't want to be stuck there until 1700 or something. Therefore, with a big left turn we set course for Rosamond.

After another surprisingly adequate landing we put **Three Sigma** back into the hangar. **VICTORY!** was declared and Operation Rubidoux Sundown XVIII was closed out.

- **Russ "Erbman" Erb**

Operation Rubidoux Sundown XVIII Kommander

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### Hellmuth's Oshkosh DC-2 Crew

Last month you heard about **Hellmuth's** trip to Oshkosh in the only flying DC-2 with Clay Lacy. It helps to know people with money and large toys.



You'll recognize **Hellmuth Steinlin** as number 6 counting from the left. Number 7 is **Mr. Clay Lacy**. Wonder if Hellmuth could convince Mr. Lacy to come speak at a chapter meeting. Will he speak for a Whopper with cheese?

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### Web Site Update

As of 9 October 2010, the hit counter showed **134559**, for a hit rate of 15 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**

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

**Oct 21-23: Copperstate Fly-In**, Casa Grande AZ (KCGZ).  
<http://www.copperstate.org>.

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

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

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

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

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

**Dec 21: EAA Chapter 1000 Festivus Etc Celebration**, 6:00 p.m., Kommandant's Quarters. Quartz Hill CA. (661) 609-0942

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

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

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

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

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

**Feb 15: 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](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 SERVICE REQUESTED****THIS MONTH'S HIGHLIGHTS:****MONTHLY MEETING 19 OCT @ TPS****PROJECT POLICE STIR UP EAA HQ AGAIN****KOMMANDANT PAYS AT VEGAS****RUBIDOUX SUNDOWN XVIII REPORT****The Leader In Recreational Aviation**