

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	Scott Weathers	661-317-9453
Secretary	Kent Troxel	661-947-2647
Treasurer	Doug Dodson	661-256-7276
Newsletter Editor	Russ Erb	661-256-3806

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

February 2012

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:



Flying the Pitcairn Autogiro
Tuesday, 21 February 2012
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Learned Colleagues of Chapter 1000,

Gosh, it's February and you're waiting patiently to learn what riveting (no pun intended - really!) topic is being prepared for your entertainment.

Honestly, you're a tough crowd. At any other chapter meeting in the country, well almost, I could bring in a guest speaker to talk about the effects of density altitude on single engine climb performance. Since most of you guys do (or have done) this for a living, I'd expect a sparse turnout at best. I fear it might even degrade into a study of the ballistic trajectory of solanum lycopersicum in various stages of fermentation.

Please bear with me. I thought by now I would be struggling to choose between EAA Chapters 12 and 347. As it happens, the economic conditions and other socio-political factors have conspired to keep me in the Land of Zip Codes that Begin With Nine. Nevertheless, I remain humbled and honored by the opportunity to continue to bear the title of **Vice Kommandant** of the greatest chapter of the Experimental Aircraft Association. So, in keeping with the responsibilities of the office, I propose that we convene on Tuesday, 21 February to watch a video production of the highest caliber, "Flying the Pitcairn Autogiro." It's a bird, it's a plane, it's a helicopter. It's all

of those things and none of them. Wait! That's the CV-22! One could argue that the autogiro is a plane that wants to be a helicopter while the CV-22 is clearly a helicopter that wants to be a plane.

Anyway, come out and enjoy the Chapter 1000 version of Mystery Science Theater 3000 while we learn about flying the Pitcairn Autogiro. Of course,

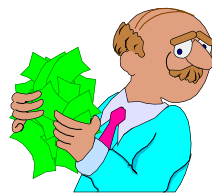


afterward we will adjourn to the **Bravo Kilo Dead Cow Emporium** where we will once again dine on ruminated ruminants and swap lies. After all, that's where the real chapter work gets done.

- Scott M. Weathers

Pay Your Dues! Now! This Means You!

(If you have already paid your dues, please disregard this notice)



Send your cash, check, money order, or other legally negotiable instrument to any chapter officer, or pay online

by **PayPal** through

the [EAA Chapter 1000 web site](http://www.eaa1000.av.org).

Do it now and avoid the embarrassment of appearing on the **Dues Delinquent** list next month!

You may also qualify for the government sponsored EAA Chapter 1000 "Free Dues" program.¹

¹Simply write your name on a government printed "Free Dues" coupon and hand it to any chapter officer. "Free Dues" coupons are available at any bank, ATM, and many businesses. Ask for it by the secret code name "Twenty Dollar Bill."

Last Month's Meeting

EAA Chapter 1000

USAF Test Pilot School, Scobee Auditorium

Edwards AFB, CA

17 January 2012

Gary Aldrich, Presiding

About 10-ish *PPOs* gathered to watch the 1961 block buster **X-15**, the debut film for film notables **Mary Tyler Moore** and **Charles Bronson**. **MTM** did a reasonably good job of playing the concerned spouse, but fortunately **Charles Bronson** would later find he was better as the tough guy than as a NASA Research Pilot. The DVD version was purchased at Fry's Electronics for the princely sum of \$9.99.

As our own movie historian **Mike Machat** was not able to join us for the viewing, he was asked to send some comments on the movie to be read on his behalf. Thanx to the temporal distortion field of the Edwards e-mail system, the comments arrived just in time to be too late to read at the meeting. Therefore, you get to read them to yourself right here in your newsletter:

Comments on the movie "X-15" (TO BE READ AFTER THE SHOWING SO AS NOT TO GIVE AWAY ANY SURPRISES.)

Greetings to all EAA 1000 attendees! Sorry I can't be with you this evening to watch another great aviation movie together.

In thinking about the theme and plot line of "**X-15**", one can't help but recall the 1950's Edwards classic "**Toward the Unknown**." It almost seems that "Toward the Unknown" literally became the template for this movie, as there are many parallels between the two films:

1. Both are Air Force Public Affairs bonanzas in spreading the magic of Flight Test to the movie-going public, and both were made with full support of Hollywood's AF/PA connection.

2. Both were obviously filmed at Edwards (South Base in the 1950s and Main Base in the early '60s.) Does the Base appear just a bit sparse compared to today?

3. Both involve a new cutting-edge research aircraft, although the Bell X-2 crashed one week after its movie opened in September 1956, while the X-15 went on to a stellar 199-flight career as the most successful research aircraft ever built.

4. Both movies involve a former cool test pilot ("**Linc**" in the X-2; "**Mitch**" in the X-15) coming back to Edwards and discovering "the girl" in their dark past. This was **Mary Tyler Moore's** first movie role. TRIVIA QUESTION: **What year was her Buick?**

5. Both movies incorporate actual footage of Edwards ground ops and inflight action into the overall plot, such as engine explosions, a captive X-15/B-52 emergency landing, and of course the infamous "Sabre Dance" F-100 crash, yet again. (As a special bonus, all of the actual footage, shot in 4:3 aspect ratio, was stretched to 2.33:1 just to mess with our minds)

6. Both movies show beautifully choreographed caravans of support vehicles on the hallowed lakebed.

7. Both movies have a test/chase pilot die in a crash near the end of the film, with both pilots leaving a young son behind. This was also **Charles Bronson's** first movie role.

I'm sure there are many others - perhaps they'll be discovered later in discussions over dinner at the Mad Cow Emporium!

Best to all,

Mike

From **Erbman** back to **Mike**:

Arrived after I had shut my computer down for the meeting, but not to worry--this will be excellent stuff for the newsletter.

To quote from Sept 2006 **Airpower** magazine in "The Making of 'Top Gun!'" "...the writers knew that one of the main characters would have to die to provide a dramatic hook,..." I guess I don't understand why this is so critical to storytelling. It seems like there would be other ways you could build a story. Maybe I'm sensitive to this because we do so much work to prevent accidents from happening.

I also noticed that each flight in the movie was treated with about as much preparation as getting in your car to drive to work. In reality there was a huge amount of planning and briefing and practicing in the simulator before each mission. A friend of mine was the engineer who put together the analog computer simulation of the X-15. He spoke at Chap 1000 several years ago. I still have the presentation on video.

You were right. During the various scenes in the office or house or Officer's club I felt like "could we just get this moving?"

Erbman

Erbman,

Agreed on all points, and yes, the hyper-detailed reading of checklists coupled with NASA-speak diatribes in those office scenes about why mankind needs the X-15 will make your head explode. Did you catch the not-so-subtle dig at the Mercury Program in Jimmy Stewart's narrated intro? "The X-15 remains under the full control of it's human pilot, unlike a space capsule..." or something to that effect.

ANSWER TO UBER TRIVIA QUESTION: Mary Tyler Moore's Buick LeSabre convertible was a 1961 model. (**George "Knife" Gennuso** answered the question correctly) That bullet-shaped device seen on the dashboard was the sensor for the "Autronic Eye" automatic high-beam headlight dimmer, a deluxe option on GM models of that era. (I couldn't make this stuff up!)

Mike

I saw and read several things that indicated that this movie was a PR attempt for those who thought space travel should be in airplane type vehicles instead of capsules. Personally I think that the airplane thing does nothing for you during boost--I took a hypersonics course that convinced me you want to get out of the atmosphere as quick as you can. In space the airplane thing does

nothing. For re-entry the best answer I've seen yet was on the Crew Return Vehicle--the lifting body shape can be useful for cross range maneuvering, but rather than make a high speed landing on a big runway and blow tires and brakes I thought the steerable parafoil was a good compromise between the simplicity of the parachute and the steerability of an airplane.

The capsule thing won out because it could be done quickly with a minimum of development.

Now I have to go back and look at the car again. I only know about the "Autronic Eye" because it was mentioned in an Allen Sherman song. I had heard what it did, now I'll have to see what it looked like.

Erbman

Most of this is true.

- **Erbman**

Faux Minister of Propaganda

Kommandant's Korner

As a SoCal-type aviator I'm sure you present the opposing argument when the conversation turns to the weather we've been having. When the majority of (non-flying) folks decry the mild and pleasant past couple of months with a fervent hope for rain...or at least something closer to an AV winter...you respond with, "Yeah, but the flying has been terrific!" I guess I understand the issue. There's the specter of low snow-pack in the Sierras which leads to low snow-melt in the spring which leads to low water levels in the densely populated SoCal area which leads to water rationing which leads to...well, you get the picture.

However, I seem to remember last year when we got hammered with storm after storm and the snow and water skiers rejoiced at the prospect of exercising their sporting equipment while we wingnuts spent our time hunkered down in the hangar trying to prevent corrosion damage. Without igniting the "global climate change" argument, I tend to take the longer view of the issue and I, for one, do not mind having a mild winter once in a while. I'm thinking it will all balance out eventually...despite what Mr. Gore says.

It was with that mindset that the **Fightin' Skywagon** spread her wings last weekend on a mission to seek out the "nectar of the gods" in the Napa valley of semi-northern California. Having become an amateur oenophile (*look it up yourself*) over the past few years I've come to appreciate the hauling capacity of the mighty **VC-180**. Without limiting **Mrs. Kommandant's** luggage we were able to secure several cases of fermented grape juice in the hold...enough so that I had some doubt as to whether I could get it all home in the **Kommandwagen** in a single trip. Turns out that cases of wine are the ideal type of Skywagon cargo...relatively dense so that the cubic



capacity is not exceeded before the weight approaches the limit.

Of course, the hunt for the grape is just as much fun as the capture of the quarry. Rather than fly into the busy Napa County Airport (KAPC), we chose to land at a neat little airfield on the top of one of the vine-covered ridges of the area. **Angwin-Parrett Field** (2O3) is situated along the spine of Howell Mountain and lies just above St. Helena. It's owned by Pacific Union College which is affiliated with the Seventh Day Adventist Church. This provides a bit of a challenge if you need anything other than gas and a tiedown as the field is not attended from Friday evening to Sunday morning in observance of the Adventist Sabbath. There are also no instrument approach procedures charted...hence my happiness over the mild winter. Enterprise Rent-a-car services the airport but we handled our ground transportation needs by inviting 2nd daughter **Debra** and husband **Mike** to join us in the adventure. I called them while enroute (using the cool Bluetooth feature of my Bose headset) and managed a seamless rendezvous...they pulled up to the tiedown just as the big prop ticked to a stop.

After transferring our luggage from Cessna to Volvo we were checking into the "Wine Country Inn" (<http://www.winecountryinn.com>) in under 15 minutes. This neat B&B provided a staging point in the very heart of the famous gaggle of wineries. What ensued was a very pleasurable two days of sampling the various vintners' wares, hiking in nearby Bothe-Napa State Park (www.parks.ca.gov/?page_id=477), and dining in fabulous, though pricey eateries. I would delve into more details, but I see by the word counter that I am approaching the end of my allocated column-inches. Besides, I need to leave you with enough questions to spur the conversation at the next meeting, right?

Bottom line? Sport aviation once again proved its value, turning a grueling 5-hour drive into a pleasurable 2-hour flight and enabling us to fit a terrific getaway into a three-day weekend.

See you all at the meeting. Until then,
Fly safe and Check 6!

- **Gary Aldrich**

Kommanding

Ray Stits: A Man And His Aircraft - The Real Story

(Although aviation magazines in the 1950s sometimes reported that handling the Stits Junior and Sky Baby was difficult, in the hands of a competent pilot, they were easy airplanes to fly. Here, for the first time, is the true story of the development of these unique designs as told first-hand by the aviation pioneer who created them, Ray Stits. – Mike Machat)

While working at Kellogg Field in Battle Creek, Michigan in summer 1948, I maintained Battle Creek Flying School aircraft and performed repairs and modifications on a wide range of other airplanes. During a

Saturday morning “bull session” at the school, the subject of very small aircraft came up, and the question was raised: “What was the smallest airplane that anyone knew of that flew successfully?”

Someone mentioned a 13-foot wingspan racer built by Steve Whitman, the Tandem Wing Flying Flea, and other designs. After everyone offered their opinion, I asked a rhetorical question: If I was to build an aircraft with a 10-foot 10-inch wingspan, and a 10-foot 10-inch fuselage, would it be the “World’s Smallest Airplane?” One self-proclaimed aviation expert said, “Stits, you can’t do it!” and that was all the incentive I needed to finally start an aircraft project I’d long thought about building.

I found that the most suitable engine available was an Aeronca, two-cylinder, horizontally opposed, E-113C, single-ignition powerplant rated at 40 horsepower. I decided the airplane would be low wing, and to keep the wing loading low I needed a lightweight pilot as well. A small 120-pound pilot volunteered for the job, so I designed the center of gravity for a 120-lb. pilot sitting in a 15-inch-wide cockpit.

That airplane was named the Stits Junior. I built it in 90 days, and made fast taxi tests to check the engine and directional control with a three-inch tail wheel, but my 200-pound weight prevented me from lifting the tail to check rudder control. The airplane was ready for a test flight the day before Thanksgiving 1948, and the pilot, who shall remain nameless, lifted off after a short run and successfully flew down the runway about ten feet in the air. In the flare, however, he over-controlled and dropped it in breaking the landing gear and prop.

During repairs, I installed a 65-HP Continental engine because there was too much engine vibration with no shock-absorbing mounts as used on the Aeronca engine when mounted in a very light airplane. The heavier engine moved the center of gravity forward raising the maximum pilot weight to 170 pounds, but this required a 35-pound sack of small rocks to be put in the seat as ballast to prevent nosing over when the pilot stepped out. I didn’t want to move the landing gear forward because it was in the right location with the pilot seated.

The second and third flights at about ten feet above the runway were successful, but the fourth flight at about 50 feet ended in a high flare and a second crash landing. The pilot suggested that more rudder area was needed for better directional control when the tailwheel was off the runway, so I added six inches to the rudder, which increased overall length to 11’ 4.” Repairs were made and the fifth test flight around the airport lasted about 15 minutes, but again ended with a high flare and third crash landing. While repairing the damage this time, I removed the wingtip bows and added end plates to give more lift and provide greater aileron response. This reduced the wingspan to 8’ 10”.

I was often advised by pilots around the airport to recruit another pilot to fly Junior, and Bill Haddock, weighing about 170 pounds, asked to take it out and make taxi runs. He was soon lifting off, flying down the runway, and landing with no problem. I then called a CAA Representative in Grand Rapids, and asked him to observe

the flights to give us an Experimental Airworthiness Certificate. Bill demonstrated Junior to the CAA, and we received our Airworthiness Certificate, but he was unable to travel and fly Junior in airshows due to the demands of his busy crop dusting and spraying business.



An airport friend, Norm Walker, said he knew a 170-pound pilot who might be willing to fly the Junior at airshows, and a few days later Bob Starr showed up at the airport. After a pre-flight briefing, he climbed in, flew it around the pattern, and made several landings. We agreed that he would fly it as an airshow act called “The World’s Smallest Aircraft” and we’d split the pay 50/50.

In January 1950 Junior flew in a big airshow called the Miami All American Air Maneuvers at Opa Locka, Florida, which resulted in worldwide publicity, and many requests for blueprints to build a duplicate of the Junior. This indicated a ready market for blueprints, and possibly a kit for a slightly larger sport airplane, so in summer 1950 I started laying out the basic design for the proposed new aircraft. We did airshows within 400 miles of Battle Creek, pulling Junior on a trailer and doing flight demonstrations for magazines. Bert Fox, owner of the Flying School, also flew Junior in formation with Bill Haddock in his AT-10 for aerial photos.

That summer I tried to negotiate a lease on a vacant 60-ft. by 60-ft. hangar with a basement and furnace that Mr. Kellogg built for his aircraft in the 1930s. I’d wanted to continue my maintenance and repair business through the winter and build the new sport plane, but as cold weather approached, I finally got the message that the Airport Board didn’t want competition with another aircraft repair shop operator who was very well connected in city politics.

I decided to move back to my hometown of Phoenix, Arizona, where winter weather and politics were not major obstacles to aircraft operations. Bob Starr sold his Crop Dusting Business and also moved to Phoenix to fly the Junior at airshows throughout the west. During my travels with the 8’ 10”-wingspan airplane on a trailer, I was often stopped by the Highway Patrol or Sheriff who’d read about Junior and just wanted to see the airplane up close. (Its wingspan was wider than the maximum allowed for trailering in every state, but the overwidth was never mentioned.)

In Phoenix I took a job rebuilding a crashed Johnson Rocket, and Junior flew in several local air shows making more flight demonstrations for the press. When the Rocket was finished I went to Tucson and worked at Grand Central Aircraft returning mothballed B-29s to flight status. Bob Starr also moved to Tucson, worked at Grand Central, and continued his demonstration flights for the magazines.

By the time I moved to Tucson, the new Sport Plane design work was complete. I started to collect materials to build the aircraft I named the Playboy, and found that aircraft-quality materials, such as 4130 Chromalloy tubing, aircraft-grade spruce, plywood, and hardware, all had to be shipped from Los Angeles on special order because there were no aircraft material distributors in Tucson. It became obvious that if I was going to build airplanes, I needed to move closer to the source of materials.

I began researching suitable locations in California, wanting to locate on a main shipping route, but not too close to big city congestion. Riverside had a population of 54,000 people with all the main chain stores, and was on a major highway and rail line 50 miles from Los Angeles. In February 1951 Bob and I drove to Riverside to check it out, and went to a private airport called Arlington Riverside (now Riverside Municipal) where there was just one hangar and the atmosphere wasn't very friendly.

We went to another private airport across the river called West Riverside, and found a much friendlier environment. This airport had four hangars and a small cement-block office building, and I was offered a vacant hangar for \$15-per-month, so I took it. We went back to Tucson, gave notice at Grand Central Aircraft, and on March 1, 1951, the Junior was hangared at West Riverside, later named Flabob Airport, a contraction of the first names of its two owners.

During our airshow travels I learned that Arnold Cole, a former member of the famous Cole Brothers Air Show, was living in Riverside. He was Vice President of Pacific Air Races, and was well-involved in the airshow business. I contacted him and made arrangements to meet at the airport to demonstrate Junior in anticipation of adding it to his airshow program.

The visibility that day was about a mile in fog. Bob took off and made the usual high-speed pass upwind over the runway, but then carburetor ice formed and the engine lost about 50-percent power by the time he was turning downwind. He couldn't maintain altitude and set it down in a soft field between parallel irrigation channels, but while rolling out, drifted into a channel border and groundlooped, damaging the wings, tail, and landing gear.

With airshow income now eliminated, Bob and I went to Pacific Airmotive Corp. in Chino where C-54 Skymasters were being overhauled for the military, and I hired on to the night shift so I could work on my own projects during daylight hours. Rather than rebuild Junior for the fourth time, I decided to postpone construction of the long-planned Playboy and build an even smaller airplane, but this time, a biplane for airshow work.

To reduce the distance the pilot sits aft of the wing center-of-lift, as with the Junior, I moved the seat forward

with the rudder pedals on each side of the well-baffled carburetor. I also decided to avoid a repeat of the carburetor icing problem by installing a second engine primer to inject isopropyl alcohol into the carburetor air box to melt any ice. After two months of design work, I was ready to start building what I named the Sky Baby, and Bob agreed to furnish the Continental engine, assist on the project, and fly the airplane in airshows, again for half of the pay.

I designed the CG to accommodate my own weight and planned to do all the flight testing myself. It had long been my policy to test fly each aircraft I made major repairs or modifications to, and by 1950 I'd flown every military war surplus primary, basic, and advanced trainer. However, I hadn't earned a Commercial Pilot Certificate which was required for a pilot to be paid for flying in airshows.

We went to Jack Hardwick Aircraft in El Monte, and Bob bought a run-out C85-8 Continental for \$400. During overhaul, I upgraded it to the Continental Racing Engine specifications which were rated at 112 HP at 3600 RPM. Having shared work experience, I kept track of Bob's time spent on the project. Total time was 127 hours during the first four months of the project, which took me thirteen months to finish. The landing gear was built with 4-inch-wide by 3/8-inch-thick leaf spring for the nose gear and main gear, and during my high-speed taxi tests the leaf spring on the steerable nose gear, positioned 18 inches forward of the main gear, would twist, causing a steering problem.

A big airshow was advertised in Detroit, and I wanted to finish the airplane in time, so rather than redesigning and building a new nose gear, I installed a seven pound tail wheel and spring assembly, and removed the 18-pound nose gear assembly. The main gear was moved forward, and this major weight shift reduced the maximum pilot weight to 170 pounds to stay within aft CG limits, eliminating me from flying the airplane.

(Editor's Note: A current website shows photos of the Sky Baby with a caption reading: *"The designer didn't even trust his own extensive flying skills enough to fly the airplane. A veteran pilot named Bob Star (sic) flew the airplane and managed speeds over 200 miles per hour."* Quotes like this are how such misconceptions are spread.)

Except for the final color coat, the Sky Baby was finished, so we took it to Chino Airport to perform high-speed taxi tests and liftoffs. I then called Roy Outcen, the CAA representative at Ontario, to ask him to observe our flying, and Sky Baby was issued an Experimental Airworthiness Certificate on June 25, 1952.



After all the flying and CAA demonstrations we did at Chino, we took the Sky Baby to Palm Springs to make the first public flight demonstration for the newspapers and magazines. After receiving good press coverage, I got many calls for demonstration flights, but postponed any further flying until the red-and-white sunburst color coats were finished. We then spent almost every Saturday at Chino performing flight demonstrations for various magazines and movie newsreels.

I contacted the airshow management in Detroit and got a contract for Sky Baby to fly at the big three-day show there. After that show, all the magazines had their stories written and requests for demonstration flights ended, so I decided to retire Sky Baby and start on the long-planned Playboy project which was the main reason I left Michigan.

Lester Cole, a former member of the famous Cole Brothers Air Show, had asked to fly Sky Baby. He'd never flown anything smaller than a clipped-wing J-3 Cub. A few days before I removed Bob's engine from Sky Baby, Lester Cole, Arnold Cole and I took it to Chino. Lester, weighing about 170 pounds, flew it around the pattern reporting no unusual characteristics. Sky Baby was retired in October 1952 with about 25 hours total flying time, and was later donated to the Smithsonian National Air and Space Museum. The airplane is currently on loan to the EAA Museum at Oshkosh, Wisconsin. The Stits Junior accumulated about 55 hours of flying time, and its damaged structure was eventually scrapped.

Contrary to exaggerated magazine stories giving the false impression that only very skilled pilots could fly Sky Baby and Junior, they were not very difficult to fly. Being short airplanes, directional control on the ground required a little more attention than did longer airplanes, but any competent pilot could easily fly them, with pilot weight being the only limitation. The key word here is "competent."

In 1955 I received a letter from a publisher's representative in New York advising me of a new publication called The Guinness Book of World Records, saying I was listed in it, and asking me to buy a copy. After the book was in circulation, other people built small airplanes to claim the title of "World's Smallest." Some crashed after climbing out of ground effect, and one

claimed to have made it around the pattern once, but as of this date, none have been repeatedly demonstrated at air shows or other large public gatherings, as were the Sky Baby and Junior.

It is my opinion that Sky Baby (7' 2" span; 9' 10" length), and Junior (8' 10" span; 11' 4" length), are the world's smallest successful biplane and monoplane. "Successful" means having flown routinely without any accidents or damage caused by design defects. Webster's Dictionary defines an aircraft as "any structure or machine designed to travel through the air." Therefore, by definition, any structure or machine claimed to be an "aircraft" doesn't actually have to fly, and can claim that title just by sitting in a hangar or museum with a sign on it.

It is also my opinion that anyone who has the courage and ambition to design and build an airplane, whether it flies successfully or not, deserves a lot of credit for his or her efforts.

- Ray Stits

Operation Bovine Breakfast A Success

PPO Doug "Opie" Dodson, concerned that the temperature of the cylinders of *Glamorous Glasair* were approaching ambient, decided that it was time to fly to **Harris Ranch** (308) to procure some USDA Prime beef and maybe have some breakfast. He asked some other folks if they were interested, and the operation rapidly grew in size. Five airplanes from the EAA Chapter 1000 Self Defense Force flew the same way/same day on 14 January 2012 to arrive at Harris Ranch. All successfully landed on the 30 ft wide (60% the width of Rosamond Skypark) and 2820 ft long runway.



On the ramp at Harris Ranch, the Combat Bearhawk "Three Sigma", the Banana Raptor, and the VC-180 Fightin' Skywagon



On the other side of the ramp, Bushman's Cessna 310 and the Glamorous Glasair



At one table is Scott "Stormy" Weathers, Doug "Opie" Dodson, Gail Dodson, John "Bushman" Bush, and Russ "Erbman" Erb. Hold your newsletter up to the mirror to see Satoka "Tuki" Hanaoka behind the camera.



At the other table are Randy "Kanard" Kelly, George "Knife" Gennuso, Frosty Wyatt, Kent "Cobra" Troxel, Gary "Kommandant" Aldrich, Anne "Mrs. Kommandant" Aldrich, Pam Holland, and Leigh Kelly



Hey George! Show us your meat!!

Web Site Update

As of 11 February 2012, the hit counter still showed nothing. Apparently there has been a change and the Webmeister needs to look into it.

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

Feb 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

Apr 3: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

Apr 17: EAA Chapter 1000 Monthly Meeting, 6:30 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

May 15: No Third Tuesday Meeting. Go to Airport Barbecue instead.

May 19: Twenty First Annual Project Police Airport Barbecue, Rosamond Skypark (L00), Rosamond CA. (661) 609-0942

Jun 5: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Jun 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

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

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 Scott Weathers: flynwx@pobox.com
 Secretary Kent Troxel: kenttroxel@sbcglobal.net
 Treasurer Doug Dodson: houdu@pobox.com
 Technical Counselors: Gary Sobek: Gary@rvdar.com
 Bill Irvine: wgirvine@yahoo.com

EAA Chapter 1000 Technical Assistants

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

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**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 21 FEB @ TPS
 PAY YOUR DUES! NOW!
 RAY STITS AND HIS AIRCRAFT
 OPERATION BOVINE BREAKFAST**

