

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	Hellmuth Steinlin	760-963-5445
Secretary	Kent Troxel	661-947-2647
Treasurer	Doug Dodson	661-256-7276
Newsletter Editor	Russ Erb	661-256-3806

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

November 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:



Cookout with the USAF Academy Cadets

Tuesday, 27 November 2012 (one week later!)

1830 hrs (6:30 PM Civilian Time)

High Cay Partyhaus
Rosamond, CA

One thing that we as aviators do extremely well is to follow procedures. Ever since the crash of the Boeing 299 because someone forgot to release the control locks, pilots and aircrew members have followed checklists to make sure they don't forget something important (http://en.wikipedia.org/wiki/Pre-flight_checklist).

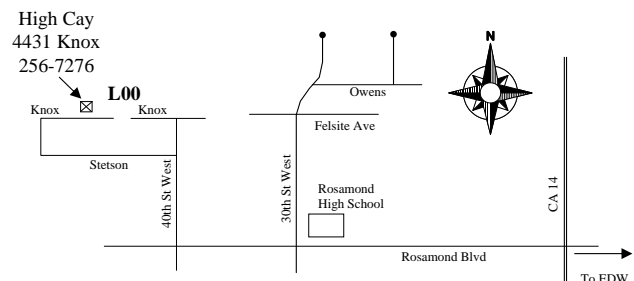
Referring to the unpublished *Project Police Secret Need To Know* checklist, in November we pretend it is April and thus host the visiting cadets from the US Air Force Academy. You've seen this before—the cadets are here as part of their Flight Test Course (where they secretly hope to learn enough to eventually become like the **Kommandant** or **Opie**) so they can fly a high performance jet sortie with TPS to collect data for their final report.

Of course, we use this as an excuse to get together at **High Cay** for another scrumptious grilled dinner from our own **Master Grillmeister**. You won't want to miss that. If you ask nicely, rumor has it that **Tuki** may bake some of her famous **EAA Chapter 1000 Cookies** or even the **Kommandant's Kookies**.

Take note: **This meeting is one week later than usual** to accommodate your Thanksgiving travel schedule and the cadets travel schedule.

While you're enjoying your masterfully prepared **Project Police Burger**, be sure to engage the cadets in some conversation. I know we're all introverted engineers, which means we look at our shoes while talking to someone. The extroverted ones in the bunch will look at the other person's shoes. It's easy to start—simply ask the cadets a broad question like "Where is your first assignment?" or "What mission did you have to design for in your Aircraft Design course?" My personal favorite is "What is the latest stupid rule to come down?" Trust me, there is always something.

Take a few minutes to study the latest **Mike Machat** original masterpiece "**High Cay Departure**" as debuted at the April cadet visit. You may catch **Opie** telling the cadets the story of **Jeremiah Weed**, the fighter pilot's favorite high proof whiskey. Go to <http://www.check-six.com/lib/Drinks/JeremiahWeed.htm> and you can decide if **Opie** got the story right.



- Erbman

For the Vice Kommandant (Congrats, **Hellmuth**!)

Last Month's Meeting

EAA Chapter 1000

USAF Test Pilot School, Scobee Auditorium

Edwards AFB, CA

16 October 2012

Gary Aldrich, Presiding

The October meeting, held at Edwards AFB Test Pilot School had 17 members and guests in attendance including the **TPS Commandant Lars Hoffman**, plus the **Laird** family (**Charles 3rd**, and sons **Charles 4th**, an airline pilot for Republic Airways and **William**, principal of William Knight High School in Palmdale) as our featured speakers.

The presentation was preceded by refreshments of homemade chocolate chip cookies, chips, salsa and sodas courtesy of the **Chapter Shmoozemeister Tuki**.



Charles Laird IV, Jimmy Doolittle III, William Laird I, and Charles Laird III

C3 (Chuck) gave a brief history of the family and the family business (pardon my disjointed report- I was able to scribble just enough notes to provide the following misinformation). Grandfather **Charles** and Uncle **Matty** built their first airplane (a monoplane with a 12 HP engine) in their attic in 1913, and flew from Cicero Field in Chicago. The business grew and moved to Wichita around 1920 as the **E.M. Laird Company**, and introduced a series of biplanes named “**Swallow**”, powered by OX5 engines. The first registered civilian aircraft in the US was a 1922 Swallow. The business at one time or another had notable members and/or associates reading as a “Who’s Who” such as the **Stearman Brothers, Jake Moellendick, Billy Burke, Walter Beech, Clyde Cessna, Roscoe Turner** and **Jimmy Doolittle**. By 1923, the relationship had fallen apart and the company changed the name to Swallow Aircraft Company. Whirlwind powered Swallows were the first aircraft of Varney Airlines, the predecessor of United.

Charles the 4th discussed various planes produced in greater detail. Laird aircraft from 1913 to 1939 increased top speed from 40 mph to 300+. They won the **Thompson Trophy** in 1930, 1938 and 1939, and the **Bendix Trophy** in 1931 with the “**Super Solution**” flown coast to coast by **Jimmy Doolittle**.

The presentation was highly informative, and my brief narrative here does not do it justice. It was quite remarkable to hear the account of how so many of early aviation’s most notable personalities were all together in the 1930’s, and what became of them. Son **William** identified several books on the Laird family and early aviation that readers may wish to procure and consult to verify/correct info provided here. These were:

Post, Joan. Shoestrings To The Stars. Not currently available at amazon.com

Phillips, Edward H. Laird Airplanes: A Legacy of Speed. \$26.95 at amazon.com

Bissonette, Bruce. The Wichita 4: Cessna, Moellendick, Beech & Stearman. \$25 at amazon.com, \$26.95 at www.aircraftspruce.com

Kommandant Aldrich declared that “**Victory!**” had been achieved, and all interested parties adjourned to the local Burger King Dead Cow Emporium where additional stories and accounts were provided by the Lairds.

Most, if not all of this true, or might pass as plausible.

- **Kent Troxel**
Minister of Propoganda

Kommandant’s Korner

Maybe we
should go to
bimonthly
newsletters...not
the twice-a-month
bimonthly, the



other one. Then I might have something more interesting to write about when **Evil Editor Zurg’s** commandment comes down from Mount Rosamond each month. (*kwitchebitchin and just write...EEZ*)

When avgas was “only” 3 and 4 dollars a gallon I would be more likely to just jump in the Fightin’ Skywagon for a jaunt to some breakfast place but lately, and sadly, there has been a stronger need for a “mission” before the VC-180 is dragged from the comfort of hangar 703. I know I’m not the only one affected by the rising cost of airplane operation, but I was hoping to be one of the later ones affected...maybe like **PPO Dodson**, whose regular flights to various airline terminals are documented on the FlightAware.com snitch. Seems like the **Glamorous Glasair** has morphed into Gail’s personal airport shuttle van. Good for them that they have the means and equipment to do so.

There are a couple of missions coming up for **N2705K** this month. The first entails a second mode of transportation. You Facebookers out there (you know who you are) have probably noticed that **Mrs. Kommandant** has embraced a healthy form of exercise by buying a nicely equipped bicycle of the “hybrid” variety...basically, a road bike with flat handlebars and a more casual geometry. On our recent stay in the neat coastal town of Carlsbad, she on her purple (what else?) machine and I on a friend’s borrowed road bike, explored the streets, trails, and beaches and I regained a renewed enthusiasm for the sport. What’s not to like? Fresh air, good exercise, fine engineering, beautiful scenery...and, of course, the opportunity to buy lots of gadgets and tools! When the bearded bicycle salesman at Block’s Bikes (<http://www.teamblock.com>) attempted to seal the sale by pointing out their “lifetime maintenance plan”, I scoffed loudly and proceeded directly to the Park Tool display to pick up what few tools I didn’t possess from my last foray into the two-wheeled arena. Anyway, in the fine tradition of the “Toymaster”, I decided to order my own bike so that I could share Anne’s riding experiences. But, of course, it couldn’t be just any bike. I wanted the latest technology (surprised?) and, oh by the

way, it had to fold to fit in the VC-180. The first spec was easy to satisfy as there have been some amazing advances in the bikes since **Erbman** got his Schwinn "Ten-speed" in high school. Frame metallurgy, advanced drive train componentry, even electronic shifting was available. The folding part limited the options, though. Enter a small company in Eugene, Oregon named "Bike Friday" (www.bikefriday.com.) This outfit has specialized in folding, high tech, bikes for 20 years with the philosophy that bikes can be packed in luggage to extend the cycling adventure past the limits of airline and train terminals. Well, in a high fevered state, driven by my advanced **Gadgetosis Nervosa**, I ordered a bike to be custom made to my specifications.

Wait a minute! This started out as a **Skywagon** mission. Wassup? Patience, Grasshopper... On our way to Carlsbad we passed through the little town of Ramona where, oddly enough, resided one of the few Bike Friday retailers in SoCal. There I was able to test ride a demonstrator and, ultimately place my custom order. Hmm, what to do? My new ride will be shipped to the dealer next week. It folds to fit in an airplane...and Ramona has an airport! The dealer was more than happy to agree to deliver the bike to the airport...kind of a novelty for him I suppose. Stay tuned for a flight test report on the new wheels in a future issue.

The other mission, one that has recurred almost annually, is the **Aldrich/Coit/Charest** Thanksgiving gathering. This year **Debra** and **Mike** are hosting in their Mountain House residence. I don't anticipate nearly as good a flying story from the trip to Byron (C83) as when we challenge the weather gods in far northern California to visit **Rachel**. No, the challenge this year will be to fit everything in the plane that **Mrs. Kommandant** has planned. The manifest includes the crew, first dog **Pixel**, a lot of Hanukah presents, and, oh yeah...she wants to take the bikes. I did find a way to fit her bike in the Cessna if I remove the rear seats and the bike's front wheel. The rest of the loading will stress my puzzle-solving skills, I suspect. If you want a chuckle and don't mind learning a few new curse words, you can come out to the hangar the day before Thanksgiving and watch the process.

Hope your skies are clear and you are thinking of an exchange gift for the **Festivus Kommandant's Krap** event!

Fly Safe and Check 6!

- **Gary Aldrich**
Kommanding

An Update From Det 5

Well, to quote Mr. Dickens, "It was the best of times, it was the worst of times." I regret to report that not a single rivet has been misshaped in the ensuing period from my last report. Therefore, we can accurately calculate the Rate of Rivets, Rivet Rate, or more simply TRC Dot to be precisely zero rivets per fortnight (RPF). However, I have made significant progress in reversing the devastating effects of the attack upon my tools perpetrated by the insidious,

airborne sodium chloride. My previous hangar, standing within about thirty miles of the Gulf of Mexico, was infested with the little ionic beasts. They attacked the working surfaces of my tools with relentless fervor. Even the table of my Shophsmith, constructed of aluminum and typically not affected, had begun to succumb, slowly returning to its original powdery state. In the battle, I have learned new respect for Scotchbrite pads. Moreover, the bees wax that had serve me so well in treating snow shovels in the hills above Ogden, Utah has found new life in coating the working surfaces of my woodworking tools as well as select implements for the creation of sheet metal aircraft pieces. To further quote the beloved Mr. Dickens, "The whole difference between construction and creation is exactly this: that a thing constructed can only be loved after it is constructed; but a thing created is loved before it exists."

Respectfully submitted,

- **Scott M. "Stormy" Weathers**

EAA Chap 1000 Det 5, Fort Worth/Arlington TX

The Most Interesting *Project Police Officers* In The World



Knife and Cobra with Mr. Dos Equis at the Rocket Shop Café (www.rocketshopcafe.com), Bakersfield Municipal Airport (L45)

AOPA Summit Report

You may recall that the **Kommandant** promised us a report on his visit to the **AOPA Summit** in Palm Springs, which he ended up driving to instead of flying because of less than favorable weather. So far, other than throwing a few brochures on my desk and lusting after a Garmin GDL 39 ADS-B receiver, he has done precious little to deliver on that promise, choosing instead to use his allocated space to tell us about his cycling adventures.

Now that I've filled up that annoying little space at the bottom of the column on the previous page, I can show you the pictures that **Kent "Cobra" Troxel** was good enough to submit.



At the AOPA Seminar in Palm Springs, the Kommandant points out the new TBM 850



Cobra points to the Cirrus "Jet Bonanza", says it can get to Bakersfield in "half the time"

What Should I Put In My Survival Kit?

Unless you believe that Murphy was an excessive pessimist, you would probably agree that a survival kit would be a good thing to have in our airplanes, assuming we have the appropriate space and payload capacity available. Unfortunately, that's about where the unanimity of our opinions ends.

Recently I was putting together a survival kit for the **Combat Bearhawk**, and the most significant axiom to emerge from that exercise was the realization that what you think is appropriate to include in a survival kit depends heavily on your **assumptions** about how you found yourself in a survival situation.

If you follow the same thought process to pack a survival kit that you would to pack for a week of camping in **Camp Scholler** for a week of **AirVenture**, you're going to end up with a lot of stuff that will be of no benefit to you. Even planning for a backpacking trip through Yosemite will still not fill your survival kit appropriately.

So how do you figure out what is appropriate for your survival kit? Well, you could join the Air Force, become an aircrew member, and go through Air Force survival training, much like I did. That will set you up perfectly if you ever eject out of your homebuilt and find yourself on the ground with a parachute and a pre-packed survival kit. Since you probably left out the ejection seat to save weight, this option probably won't be helpful. For that matter, most of the gear packed by the Air Force is procured on huge contracts and isn't readily available to us.

Since this is the 21st century, you could turn to the source of all knowledge, the World Wide Web. One of the most popular sites is <http://www.equipped.com/> edited by Doug Ritter. There is certainly a lot of good information and reviews here, and would certainly help if you haven't had the opportunity to take formal survival training. However, when you look at his lists for recommended survival kits, you will note that there are different lists for different assumed situations.

Opinions are like belly buttons—everyone has one. My purpose in this article is not to tell you what should be in your survival kit. My purpose is to take you through my thought process of building my survival kit to get you thinking about how to assemble one for yourself.

How You Got Into a Survival Situation



First of all, we will assume for the purposes of this discussion that you were able to make a reasonably successful forced landing. By "reasonably successful" I mean that at least one person on board the airplane received no more than minor injuries and is mostly functional. The airplane may have been damaged, but you can recover the survival kit from the airplane. We will assume that none of the installed equipment aboard the airplane (radios, GPS, batteries, etc.) is still functional. If any of the systems onboard the aircraft are functional that will be considered a bonus.

The (Non-)Miracle of the Cell Phone

The proliferation of cell phones has greatly changed the face of what to do after a forced landing. If you are forced to land and you have access to your cell phone *AND* you can get a signal, then all you need to do is call 911 and request rescue. Survival situation ended. Even if you can't make a voice call, if you can get Internet access you can send a text message or e-mail to someone to come get you. Therefore, we will assume that we have landed somewhere that has no cell phone coverage. Keep in mind that if you think you should have cell phone coverage but don't, such as being down in a valley, you may be able to get coverage by climbing to higher ground. However, any decision to travel in a survival situation should be very carefully considered. That thought process is beyond the scope of this article.

Many smartphones, such as iPhones, as well as iPads contain a GPS receiver that will work whether you have cell coverage or not. Unfortunately, the GPS function will drain the battery at a significantly higher rate than just having the phone on. If you keep the GPS on you may find your battery life reduced to something like two hours. Try it before you get into a survival situation—bring up a map or other location services enabled app and see how fast your battery drains.

Even if you are willing to deal with the battery life issues, the question arises of how will you be able to access GPS data? If you think you will just bring up the maps app like you do in your car and find your way to civilization, there's a critical piece of information you need to know. Ever wonder why the maps take so long to load? It's because the maps are not stored in memory on the phone. Every time you change the map on the maps app the new map data is downloaded over your Internet access. If you could download new maps of where you are, then you could send an e-mail requesting help, thus negating your need for maps. If you happen to have an app that let you download the maps ahead of time and store them in memory, then you still have the battery life problem. About your best use of the phone in that case would be to pinpoint your position and then turn the phone off. Then again, you should have had a good idea of your position when you decided you needed to make a forced landing anyway.

Another smartphone app you might think useful in a survival situation is the compass app. While it would certainly assist you in determining direction, you would be using a battery powered smartphone to duplicate the functionality of a magnetic compass that might cost you

only \$15, weighs less, takes up less room than your smartphone, and never needs batteries.

One approach to the limited battery life is to buy one of many recharging options available. Some chargers use AA batteries to provide the power. Other chargers use solar panels. These solutions can be pricey and take up a lot of room in your survival kit. Inasmuch as all of the possible useful functions of the smartphone can be accomplished by some other device, the smartphone will be considered like the systems installed on the airplane—if you have one and can get a signal, that's a bonus. If you can get a signal, use the remaining battery life to call for rescue. I can't think of a reason in my scenario why I would need to recharge my phone.

Medical

Every airplane should be equipped with some sort of "first-aid" kit, and it should probably be more readily accessible than the survival kit needs to be. Besides being useful for the highly-unlikely survival

scenario, a first aid kit will be needed for the highly-probable cuts and scrapes that will likely happen around the airplane in



the case of normal operation and maintenance. First-aid kits are readily available from many suppliers, and of course you have the option to assemble your own to your own specifications. You will certainly want to include an assortment of adhesive bandages as well as gauze and tape. You can consider small scissors to cut the gauze or tape, or use a knife or other cutting tool stored elsewhere. Ointment such as Neosporin could be useful. Prepackaged moist towlettes (such as Wet Ones) can be useful for cleaning wounds. This might be a good place to include ointment for bug bites or poison ivy if that sort of thing bothers you.

Boy Scout First Aid training is very fond of the triangular bandage, which seems to be useful for just about anything. However, these can take up significant room when trying to keep packaging small and lightweight.

Certainly if you take any medications that you can't go without, include an emergency supply of those in your first-aid kit. Pay attention to their shelf life and change them out when necessary.

First-aid kit contents are a popular discussion topic even outside of survival kit contents discussion. You can certainly find many more opinions online. Keep in mind that while you would like to be prepared for anything, you need to keep cost, packaging size, and weight within some reasonable limit. If your first-aid kit is bigger than the paramedic's who comes to rescue you then it is probably too big to carry around all of the time.

Sustenance

Throughout any reputable survival course you will be constantly reminded that one of the most important things you need to do to survive until rescue is to stay hydrated. Dehydration severely limits your ability to think straight, not to mention your physical capabilities will be impaired. I remember one of those survival training films teaching that the first thing you should do after reaching the ground (assuming you are not in enemy territory) was to find the can of drinking water in your survival kit, give it the slap test (to make sure it was sealed), and drink it down. The assumption was that you were already somewhat dehydrated, since you probably hadn't had any water since before takeoff for your mission. Getting a drink now gave you the best chance of getting off to a good start.

If you are in a survival situation for any significant length of time you will need to seek out a source of water, but like the Air Force recommends, you should start out with an initial supply. This is not as easy as just filling up a water bottle and putting it in your survival kit. You need to have water that is sterile in a sealed container. Your concern is that while the water is in storage for five years little microbes might multiply and grow to an extent that would make the water unhealthy to drink. While that bottle of Dasani off the Albertson's shelf is perfectly safe to drink right now, leave it sitting around for several years and who knows what might happen.

Therefore, a better solution is to purchase Emergency Drinking Water. Amazon (www.amazon.com) sells 12 125ml (4.2 oz) water flex-packs from Datrex for \$10.10. These

flex-packs are sterilized and have an advertised shelf life of five years. Because the packaging is flexible, the flex-



packs can be pushed into just about any space, giving them an extremely high packing efficiency. You'll get a lot more water in than you would with Dasani bottles. One word of caution: If these flex-packs are anything like the ones the Air Force packs in its survival kits, the water will taste terrible. It will be sterile and suitable to drink, but it won't taste like a fresh, cold bottle of Dasani. Deal with it. If you're breaking open one of these flex-packs you're already having a bad day and nasty tasting water is the least of your problems. Remember, it's good for you.

If you find yourself in a survival situation for more than a day or two, you will need to find a source of water, such as a stream or pond. You will need something to carry the water in. You could use a traditional canteen of some sort, but that takes up a lot of volume while sitting in your

survival kit that could be filled with other equipment. I use a Nalgene Wide-Mouth

Cantene (REI

www.rei.com

#670588, \$9.25).

This 32 fluid ounce (1 quart) container is flexible, and can be rolled much like a sleeping bag for storage when empty.



Now that you have collected the water, you need to treat it to make it suitable to drink. If the water is not clear, you should probably filter it through a piece of cloth, such as your shirt if you have nothing else. Once you have the water clear, you will need to treat the water for microbiological threats. One easy and cheap method to do this is with iodine tablets. One source is Potable



Aqua Water Treatment

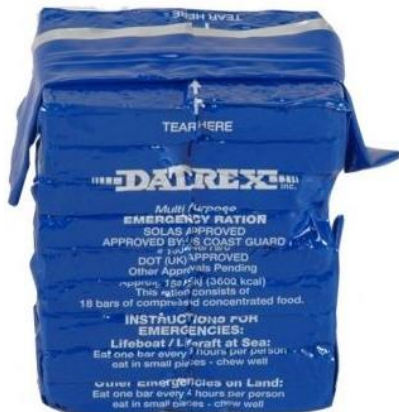
Tablets from Amazon (bottle of 50 tablets for \$5.70). Follow the instructions, which go something like add two tablets per quart of water. Shake and let sit for 30 minutes. That's it—now you can drink. Of course, iodine water has an acquired taste, which is a nice way to say you won't like it but you'll get used to it. It doesn't matter because you are in an emergency situation and you need your water. Keep in mind the iodine doesn't really kill the microorganisms. It penetrates their cell walls and encapsulates them, such that all your body sees is the iodine which it interprets as benign.

Another approach to water purification is the water purification pump. This is typically a hand pump that you place the inlet in a source of water and push the water at high pressure through a super-fine filter, which removes all dirt, bacteria, cysts and viruses. Given the size and cost of these pumps (typically \$100+), they are better suited to backpacking trips where you intend to find water, rather than a survival situation which is very unlikely to happen. One source for such water purifier pumps is REI.



While you are in a survival situation, you will definitely need water to survive. You will be able to survive for quite a long time without food, but you're going to want food. Survival rations need to be compact, lightweight, and have a long shelf life. I first considered energy bars, such as Clif Bars, but found out that these are mostly carbohydrate and sugar supplements that are intended to give you a boost after exercise and are not suitable as meal replacements. Additionally, these bars have a lot of water in them with a shelf life measured in months. MREs are bulky and thus would take up too much space in the survival kit. When I was in survival training, we were given a "Food Packet Survival General Purpose," which contained five bars similar to granola bars. They also came in a cool can that you could mount on a stick and use to cook with. Unfortunately, these rations now come in cardboard boxes. Also, as far as I can tell, they are not available for purchase by the general public. The closest alternative I found was the Datrex 3600 Emergency Food Bar (Amazon, \$8.49 for 3600 kcal). I have no idea how these taste. Maybe I should order some more and give them a try. Keep in mind you absolutely must have a source of water to eat these emergency rations. Not only does your body use water to digest food, but these bars are already dried to increase shelf life, so it's going to be like eating crackers—you'll need water just to moisten them enough to swallow.

Keep in mind that if you do eat (and initially even if you don't) you're going to have some "exhaust" out the other end. Assuming you're not carrying a big book of approach plates (because you get them all on your Garmin 696 or iPad), you're going to need a source of "paper". While you can certainly grab a roll from your guest bathroom, the core that makes it so convenient to hang next to the throne makes it volumetrically inefficient to pack in your survival kit. One option is to smash the inner core flat. Another option is to pick up a package targeted at backpackers, such as REI #798536.



Still To Come

That's not it yet. We still need to cover firecraft, shelter and equipment, signaling equipment, navigation, and packaging. Look for that in a future issue of **The 'Edge**.

- Russ "Erbman" Erb

New Member

This month's new member is hardly new, as many of you have already met her. **Silke Eyles** works as a flight instructor at the **Edwards AFB Aero Club**. We're glad that she has joined our little group of crazy wingnuts!

Grand Opening of the Brady Lane Gallery



Here you see the complete collection of the Brady Lane Gallery, photographed during the production of this newsletter. During the April 2012 meeting, EAA Headquarters Multimedia Journalist **Brady Lane** took a bunch of pictures of **Three Sigma** on the ramp at **High Cay**. I took the best of these and had it printed 22"x36" at Staples Office Supply (about \$50) and mounted on foam core board (about \$20). The print looks fabulous at about 140 dots per inch. The frame is a 28"x40" frame from Ikea (about \$30). I had to trim the mat to the proper size, which I did with a mat cutter purchased at Michael's (\$50 regular price, about \$27 after **Tuki's** coupon magic, available to you if you wish to borrow it).

- Russ "Erbman" Erb

Web Site Update



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

Nov 27: EAA Chapter 1000 Monthly Meeting, 6:30 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

Dec 11: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (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

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

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

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

Apr 16: EAA Chapter 1000 Monthly Meeting, 6:30 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

May 18: Twenty Second Annual Project Police Airport Barbecue, Rosamond Skypark (L00), Rosamond CA. (661) 609-0942

May 21: No Third Tuesday Meeting. Go to Airport Barbecue instead.

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 <vacant>: could be you!

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

Composite Construction		
Doug Dodson	douglas.dodson@pobox.com	661-256-7276
George Gennuso	pulsar1@sbcglobal.net	661-265-0333
Brian Martinez	brianmartinez@aol.com	661-943-5379
Bob Waldmiller	waldmiller@qnet.com	661-256-0932
Wood Construction		
Bob Waldmiller	waldmiller@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	waldmiller@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

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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 27 NOV @ HIGH CAY****THE LAIRD AIRCRAFT STORY****KOMMANDANT GETS A NEW BICYCLE****BUILDING YOUR SURVIVAL KIT**