



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>

September 2014

Chapter 1000 meets monthly on the third Tuesday of the month in the USAF Test Pilot School Scobee Auditorium, Edwards AFB, CA at 1700 or 5:00 PM, whichever you prefer. Any changes of meeting venue will be announced in the newsletter. Offer void where prohibited. Your mileage may vary. Open to military and civilian alike.

This Month's Meeting:



The AirVenture Report

Tuesday, 16 September 2014
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Do you wish you could have gone to AirVenture this year, but that evil dragon you call "Boss" wouldn't let you? Perhaps you think it would cost a lot, or you haven't figured out the logistics of where to stay and how to get around. Or maybe you're just curious what to do when water falls from the sky most every day (that really does happen in some locations!). Well, you're in luck! It's the annual postmortem debrief technical report out brief of the Pilgrimage to Oshkosh. You'll laugh, you'll cry, you'll ask yourself, "How many more slides until we go to Burger King?" That's right, colleagues. It's **Death by PowerPoint®**. Even though this year's contingent was smaller than last year, there will be more than enough "there I was" stories (all containing at least 6% truth as required by Chapter OIs) to satisfy everyone. So, come join us. Listen with rapt attention as we mesmerize you with tall tales of aviation exploits.

If you made the journey yourself this year, come prepared to tell your side of the story. If you weren't there but think you are channeling someone who was, well, that could be fascinating too. We'll meet at the Test Pilot

School for yummy snacks from the **Schmoozemistress**. Then we will proceed in an orderly fashion into the auditorium. When **Erbman** finally shuts up we'll go to the **BK Dead Cow Emporium** where you get to make up stories too! See you there.

- **Erbman**
 For the **Vice Kommandant**

Last Month's Meeting

EAA Chapter 1000
 City of Lancaster Skybox
 The Hangar, Lancaster CA
 19 August 2014
Gary Aldrich, Presiding

The August meeting was held in the City of Lancaster Skybox at the Jethawk Stadium with 11 members in attendance along with **Bob** and **Ellen Roehm**, guests of Jimmy Doolittle. Bob was intrigued by the offer of free membership in the chapter (he was told to simply write his name on a \$20 bill).

If memory serves me, this is the fourth year in a row that we have been lucky enough to snag the skybox for our meeting, much to the work of **Mrs. Kommandant Anne Aldrich** and her political connections. And despite this year being *persona non grata* with the current city administration due to the vagaries and shifting winds of politics, with Anne's intricate knowledge of the machinations of the system, coupled with cunning and daring, we were able to exploit their weaknesses and score the skybox once again.

It was a pleasant and uneventful evening. We didn't incur any power line-drive foul balls to smash the windows as in previous years (despite **Knife "Ball magnet" Gennuso** in attendance), nor did we get a visit from Buzz Aldrin, also as in a previous meeting. The best we got was a visit from **Kaboom**, the Jethawk mascot. We enjoyed the tri-tip sandwiches and marveled at the bottom-filled magnet cup beers, while watching **Houdo** scarf down jalapeno chili nachos then waiting for him to explode passed for entertainment.

Cutting to the chase, the home team Jethawks gave the Goose to the visiting High Desert Mavericks from nearby Victorville with a score of 8 to 7 (do you get the Top Gun

reference, or do I have to explain it to you?). The win for the 'Hawks allowed the **Kommandant** to declare a double victory.

Most of this is true.

- Kent "Cobra" Troxel

Chapter 1000 Minister of Propaganda



The Kommandant hawking the free peanuts



Cobra "selfies" with the assembled mass



Kaboom is above petty politics and is happy to greet Mrs. Kommandant to the game



Kaboom give Jimmy Doolittle a High Five



Kaboom waits to catch a foul tip

Kommandant's Korner

The traditional, if not astronomical, end of Summer has arrived. For much of the country the Labor Day holiday represents the close of the outdoor activity season as well. Boats are taken out of the water and stored, cabins and campers are "winter-ized", outdoor attractions and venues adopt an abbreviated schedule, **Skywagons** are converted from floats to wheels (or in some places, skis), etc. Fortunately, for those of us in the parched Southwest, our outdoor season...and, by extension, our flying season stretches well into the "r" months. For us, opportunities to participate in sport aviation may be somewhat diminished by the shorter days and changing weather, but not by much.



As I look back on my aviation summer, I realize that it's been a good one for the logbook and for the **Skywagon**. In the "stats" department, I've added 30.3

hours in the last 30 days, 63.1 hours in the last 60 days, and 76.8 hours in the last 90 days. That's a pretty respectable tally for a general aviation pilot, though I must admit that a fair percentage of the time could be counted as part of my Test Pilot School responsibilities. However, the purely-recreational **Skywagon** hours and flights are up this Summer as well. Since my last Komm Korer, the **VC-180** has visited **KRIR**, home of the dreaded "**Flabobians**", **L05**, and **KNYL**. The Flabob mission was to attend an annual **Quiet Birdman** social event and was also attended by **PPTAF** officers **Dodson**, **Doolittle**, **Troxel**, **Bush**, and **Gennuso**. I'm glad to report that the airport facilities are improved since my last visit. Parking on the South side of the ramp has been eliminated in order to facilitate a grass landing field between the paved runway and the ramp that attracts pretty yellow Cubs. The restaurant is still open and serving an excellent breakfast. The EAA Chapter 1 hangar and facilities are continuing to be developed.

Of course, the trip to **L05**, Kern Valley Airport, was for our latest **Young Eagles Rally** coordinated and supported by our newly designated YE Guru, **Tom "Duke" Wayne**. Duke worked with Kern Valley Airport manager to produce an excellent event. His report is elsewhere in this edition of the 'Edge. Unfortunately, the threatened "flotilla" of Chapter 1000 aircraft dwindled to the **Combat Bearhawk** and the **Fightin' Skywagon** by game day, but pilots from both **L05** and the Bakersfield EAA chapter stepped up to make the rally a success. Kern Valley is Duke's second operation as head of **PPTAF/YE**. Last month he worked with the Boy Scouts to arrange a unique glider rally at Mountain Valley Airport, **L94**, where **PPTAF** Trooper **Erb** and **Chris Liebmann** lent their considerable soaring experience to the effort.

Just this last weekend, **Jimmy Doolittle** and I winged our way to **Marine Corps Air Station, Yuma (KNYL)** to participate in our annual wing-shooting event. Arrival on Sunday was a tad eerie as the USMC-operated tower at this joint-use field was closed for the holiday; leaving us with calm winds and our choice of five or six huge runways. I picked the one with the shortest taxi to the friendly Million Air FBO. This FBO has been slowly improving its facility and is now world-class and welcoming to everything from homebuilts to military jets to corporate clients. The cookies are great, the staff is extremely accommodating and the gas is reasonable. Parking was free with a small gas purchase. Jimmy and I had a great time hooking up with our hunting buddies. Though the dove population seemed smaller and more maneuverable than previous years, we still bagged a respectable number of the little avian invaders. The flight home on Tuesday was pretty quiet in the smooth air and calm winds. This was partly due to the 0430 get-up for a last try at the birds; and partly due to the effects of the great Continental "**Somnombulator**" whose powerful drone has been known to plunge some crewmembers into level-9 REM sleep.

This weekend will see a short out-and-back to **Byron (C83)** to see **Debra**, **Mike**, **Schmootzy**, and **Jean Luc** (yeah, THAT Jean Luc). This rather spur-of-the-moment

trip is one of the great advantages of sport aviation and the relatively open aviation environment in America. I shudder to think what level of planning, bureaucracy, and expense would be involved if I lived in Europe and wanted to make a quick trip like this.

Unfortunately, I will be unable to join the gang at this month's gathering where you will be regaled by tales of **Erbman's** low-level cross-country to **KOSH** and of the incredible bladder capacities of the **Mo'Venture** crew. I will be making my way east to **KFFO (WPAFB)** at the request of my employer. No, **Opie**, I won't be taking the Skywagon...

Until we meet again,
Fly Safe and Check 6!

- **Gary Aldrich**
Kommanding



Young Eagles Report

*(It's been quite some time since we last published a Young Eagles Report in these pages. To be specific, it was in the February 2004 newsletter, over 10 years ago. The good news is that Tom "Duke" Wayne has stepped up to the plate to see that the **Project Police** have a chance to participate in introducing a new generation to aviation. Of course, in 2004 the **Fightin' Skywagon**, **Combat Bearhawk**, **Glamorous Glasair**, and **Banana Raptor** were not part of the chapter yet, and the **G-202** was brand new. It's time to get back to work!)*

Chapter 1000 and Kern Valley Airport Team Up for Another Young Eagles Rally

We made it happen! We continued our relationship with the terrific folks from the community of Kernville, CA to conduct a very successful and safe Young Eagles Rally at Kern Valley Airport on Saturday, August 30th. We executed the same game plan previously established by **Dave Marten** to provide aircraft orientation flights around Lake Isabella (*more like "Pond Isabella"*) on a beautiful Saturday morning. The first group of kids walked to their aircraft precisely on schedule at 0800. We kept flying until 1145 when the surface winds and turbulence became prohibitive. A total of seven aircraft and seven pilots participated in the all-volunteer effort, supported by a ground crew of enthusiastic Kernville natives. Two pilots also volunteered the next morning to accommodate the few kids who had to be turned away on Saturday due to the weather. We flew 83 kids on Saturday and 5 more on Sunday for a total of 88 kids! Our own **Russ Erb** and **Gary Aldrich** participated and collectively flew a total of 21 kids.

I did my best to cover surges in the crowd by conducting a mini ground school for the kids waiting in line. I also answered questions for many visitors and

Moms and Dads wondering how to get their kids started in aviation. I wasn't able to contribute to the flying this time. But, I had a very rewarding job talking with the enthusiastic kids and parents. It more than made my day to see some kids experience their first ride in an aircraft. In some cases, it was also sad but heartening to know that this might be their only flight in an aircraft, due to their medical condition.

Russ Erb and **Chris Liebmann** also supported a soaring Young Eagles Rally at the Mountain Valley Airport on Saturday 16 August. They were able to fly a total of 13 Scouts and siblings.

Community outreach events like these are some of the more rewarding things we do as EAA members. I look forward to seeing you at the next Young Eagles Rally either as a pilot or ground ops volunteer.

Our next event is the Tehachapi Airport Young Eagles Rally tentatively set for October or November. I'll get the word out as soon as it's confirmed.

- **Tom "Duke" Wayne**

EAA Chapter 1000 Young Eagles Coordinator

Project Police Visit The Hiller Museum

Since **Tuki** and I would be driving to Oshkosh this year, for 19 July 2014 I decided to make a fairly long flight to give me some of that feeling of having flown a significant amount as if I had flown to Oshkosh.

The destination for this mission was San Carlos (KSQL). The pluses of this airport were the Hiller Museum (home of a bunch of helicopters and other cool stuff) and a Burger King right in short walking distance of transient parking (much like Harris Ranch). The minuses were being right under the San Francisco (KSFO) Class B airspace and a runway measuring 2600' x 75'. That's 25 feet wider than Rosamond (my official standard against which all runways are judged) but 1000' shorter, or 72% of the length. Add to that its location is subject to morning marine layers. Concerned about the marine layer for a morning arrival, I contacted the **Kommandant** (who flies in this area a lot) for recommendations on divert fields. He recommended Livermore (KLVK) as his first choice for diverting.

At this time **Tuki** was passing on flying in the **Combat Bearhawk** while waiting for some lung issues to be diagnosed and not wanting to add additional risk to her pregnancy. Therefore, I asked **Mason Hubbard**, C-130 pilot and new Test Pilot Student at TPS, to join me. Mason sat in the cube across from mine way back when he was a mere Second Lieutenant. As it would turn out, having another pilot skilled in working with ATC and a practitioner of CRM would turn out to be a good thing on this mission.

We stepped early that morning and made an on-time takeoff. The mission progressed nominally, but checks of the XM WX showed a low overcast still present at KSQL. We kept an eye on these reports, and as we neared time to

start our descent and time to decide how to get around the Class C airspace at San Jose (KSJC), the overcast had yet to disperse. Thus, we agreed to execute the divert plan to Livermore. We notified ATC and turned to fly on the other side of the KSJC Class C.

Landing at KLVK was straightforward, and we pulled up to the self-serve pumps to refuel the **Combat Bearhawk**. After fueling, we pushed the airplane to transient parking and set out to look around the airport, sizing it up as a possible fly-out destination.

It was what we did as we walked around the airport that I found entertaining. I would never have considered the possibility of such a thing back in 1991 when I was doing my solo cross countries. Every now and then, both of us would pull out our smartphones and bring up the latest METAR from KSQL. After about 45 minutes on the ground, we got a METAR from KSQL than showed the airport to be VMC. Figuring we still had enough time left to accomplish the mission, we headed back to the **Combat Bearhawk** and threw together a hasty flight plan.

Now I will admit that I didn't spend a lot of time on this planning process, and that would come back to bite me. I figured we would take off from KLVK, climb to 4500 feet, and head toward San Jose (KSJC). That altitude would put us 500 feet above the Class C. From there we would turn northwest and descend to San Carlos. We would talk to NORCAL Approach on the way, and they would guide us as needed. How tough could it be?

We precoordinated with NORCAL Approach through KLVK Ground Control (just like the **Kommandant** taught me!). We took off, contacted Approach, and then the fun began. Immediately we were given altitude restrictions and headings. We flew toward San Jose, but into the Class C, not above it. We made the northwest turn, and then it got even more exciting. Take out your San Francisco sectional or TAC and follow along! What I didn't realize was that a flight path from 3000 feet above San Jose straight to San Carlos passes straight through the Class D airspace for Navy Moffett Federal (KNUQ) and the Class D airspace for Palo Alto (KPAO) with no gaps in-between! As fast as I got a frequency change and contacted someone I wasn't expecting to talk to, I got the next handoff! Having a copilot who had been in situations like this before really helped!

After flying through the valley of the shadow of ATC Hades, the actual landing at San Carlos was nominal. We requested taxi to the transient parking area called out on the museum website. As we were tying down, the airport manager made sure we knew where the gate to get out was (it was in the direction away from the museum).

After a stop for lunch at the Burger King, we proceeded to the museum.

With all of the drama to get in to San Carlos, how tough could it be to get out of there? Oh, we weren't done with ATC yet. Ground Control offered us two departure procedures to choose from. These procedures are recommended for noise abatement, since the airport is in a rather heavily populated area. The problem was neither of these procedures were officially published by the FAA.

That is to say, neither one was available in ForeFlight. To make matters worse, we looked carefully at the various signs posted around the airport, and none of them reflected these procedures either! Fortunately the tower controllers were cooperative and talked us through the departure procedure, much like a progressive taxi. I did further embarrass myself, though. The **Combat Bearhawk** climbs very well, and even more so when close to sea level. Being used to taking off and climbing directly to cruise altitude, I forgot where I was. As I reached about 1600 feet, the tower controller, in a very directive voice, directed me to descend to 1400 feet immediately, for I was 100 feet into the overlying SFO Class B. Of course, I complied immediately. (*Probably should have filed a NASA report.*) After getting home I would look on the official web site for San Carlos airport (http://www.sancarlosairport.org/?page_id=41) and found the descriptions of the departure procedures. Even so, it is hardly an official source.

We continued to be vectored around and eventually were released to requested altitude and own navigation. It was quite a workout. On the way home we would drop in at Harris Ranch, which was far less of a production. After purchasing some steaks at the butcher shop, the remainder of the flight home went nominally. Whew!



I'm not sure why a helicopter museum in San Carlos would have a major section devoted to an early glider guider, Professor John J. Montgomery, but he was a fairly local boy, hailing from Yuba City. He designed this cambered-wing glider, the Gull, in 1883 and made the world's first reported controlled gliding flights. I'm not too sure about the design of the seat, which looks something like straddling a 2x4.

Following is a replica of Montgomery's glider, the "Santa Clara", which marked the beginning of aviation history in the Santa Clara Valley. The original wood and fabric glider was flown in 1905 for over 15 minutes from a 4000 foot altitude before landing on a predetermined spot at Santa Clara College. The mannequin is dressed to represent the acrobat-pilot, Daniel Maloney, aka "Professor Lascelles." The seating accommodations haven't improved that much.



Montgomery's third glider, the 1911 Evergreen, was scheduled to receive a powerplant after it had completed gliding tests. Unfortunately, Montgomery was killed when his aircraft crashed in the east San Jose foothills on what is now part of the Evergreen College campus.



Here you can see that Montgomery improved the pilot's seating accommodations and introduced some rudimentary controls, presumably wing warping. Maybe since he was on the west coast the Wright's lawyers didn't get a chance to go after him for patent infringement.



Note the wing ribs were all on top of the wing surface, as at the time it was thought that the important aerodynamics were happening on the bottom of the wing. We would later learn that the important stuff happens on top of the wing, so it is more important to keep the top surface smooth.

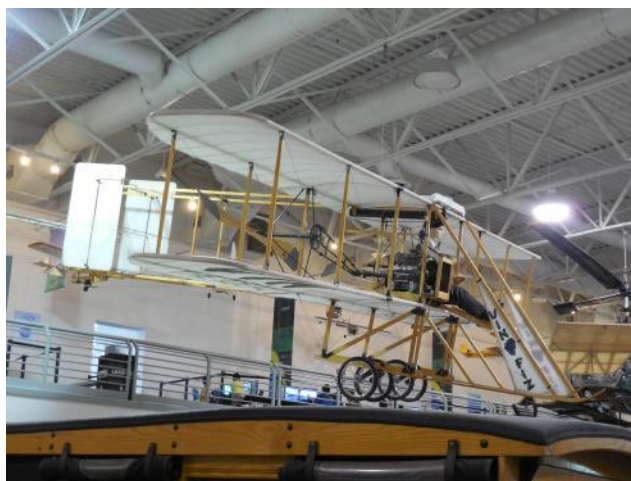


The 1869 Avitor was the first powered, unmanned airplane (RPA?) in the world. It was built in San Francisco shortly after the Civil War and flew one mile on its maiden flight. Montgomery witnessed the flight and it inspired him to become a professor of engineering at the University of Santa Clara and an early pioneer of aviation.

The Avitor was designed and built under the direction of Frederick Marriott (who is not rumored to have spent the night at a Holiday Inn Express), an Englishman who had immigrated to gold-rush San Francisco. The Avitor was powered by a one (!) horsepower steam engine which drove twin propellers. A hydrogen filled balloon partially offset the weight of the 50 foot airframe, but its rudimentary 18 foot wings generated the lift that raised the Avitor off the ground. It made its first flight near the present site of the San Francisco International Airport. No record was made of the transponder code used for the flight.



The things some people think will work. San Francisco Professor J.C. Irvine made this attempt at vertical flight in 1908. The *Aerocycloid*'s "platens" descended horizontally over the center of gravity of the aircraft to create lift and ascended vertically to offer little air resistance. The pilot moved large levers forward or aft at the same time to tilt the platens, making the craft move forward or backward. Moving the levers in opposite directions warped the platens to move the craft sideways. The *Aerocycloid*'s seven-horsepower Indian motorcycle engine did not provide the necessary power (ya think?!), so the craft never flew. A similar aircraft with a more powerful engine was tested in Germany during World War II with limited success.



Replica of the Vin Fiz, a Wright Model EX, flown by Calbraith Rodgers on the first flight from coast to coast in 1911. Of course, the actual Vin Fiz is pretty much a replica of itself, having crashed and been rebuilt so many times that very few original parts made the entire trip.



The Monocoupe. I'm not sure why this was there, but Monocoups are cool, which is odd to say, since the rumor is that they were hot ships and rather difficult to fly.



A Bell Model 47D, this one fitted with wheels instead of skids. The engine was a 6-cylinder Franklin.



A Buhl pusher autogyro from long before Igor Benson got the idea to mess with a perfectly good configuration.



A 1958 Messerschmitt "Cabin Scooter". Following World War II, Germany was in ruins. Former aircraft producers such as Messerschmitt were forbidden from building aircraft, or anything harking of the weapons industry, for years to come.

Enter the *Kabinenroller*, or "cabin scooter". Designed by Messerschmitt to provide low-cost mass transportation, this unusual-looking vehicle did not achieve the popularity of the Volkswagen but is considered a collectible masterpiece today.

The one-cylinder, 10 HP, 200 cc engine is air-cooled. The car boasts a four-speed manual transmission. Reverse is accomplished by starting the engine backwards (!). It weighs 463 lbs, is all steel, and gets 100 mpg. Maximum speed is 62 mph.





An early idea by Hiller for a coaxial, counter-rotating helicopter. It is labeled “Commuter”. Back in the day everyone seemed to dream of traveling to work by pushing your helicopter out of your garage and flying to work. Ignoring how hard helicopters are to fly or the horrendous fuel consumption, think about the traffic around you as you drive to work. Now imagine those are all helicopters trying to run into you! Not really practical.



Another idea for a personal commuting helicopter was to simplify the helicopter and get rid of the tail rotor by powering the rotor with ramjets at the tips. Apparently it worked after a fashion, but made sufficient noise that it made a T-37 Tweet sound whisper quiet. Imagine if you had to leave for work at 0500 one day, you would wake up the whole neighborhood. Wouldn't that make you popular? Oh, and you couldn't travel too far to work because the ramjets consumed the fuel at a ridiculous rate.



The Hiller J-10, an early experiment with the NOTAR (no tail rotor) concept, using a jet of air from a fan to counter the torque of the main rotor.



The Del Mar DH-20 was an idea for a Med-Evac helicopter that could be folded up into a small size for storage or transport in other forms of transportation. This is apparently the only one built.



So you think that Bell 47s were the only helicopters used to do Med-Evac during the Korean War? No, they

were the only ones hired by the producers of M*A*S*H. Here is a Hiller helicopter configured similarly.



An early attempt to make an offensive helicopter by strapping rocket launchers to a YH-32 Hornet. This was another rotor-tip ramjet helicopter, and the noise from the ramjets would probably scare the enemy away before you got into firing range. That is, if you had enough fuel to even get there.



Tail end of NASA's AD-1 oblique wing test bed, designed by Burt Rutan and flown 1979-1982 to investigate oblique wing transports. Note the squatty fixed main landing gear that resulted in a very low overall height of 6 ft 9 in. It sort of taxis by underneath you. Rumor has it that you could only taxi with one engine running, because the idle thrust from two engines was sufficient to maintain flight.

Behind the AD-1 is the Boeing Condor, an early attempt at an RPA to do the Global Hawk mission. With a 200 ft wingspan, it fills the ceiling of the museum. It was powered by two 175HP Continental TSOL-300-2 engines, and could fly at up to 230 mph and up to 67,000 ft. As big as it was, it only weighed 8000 lbs empty. It was an early use of carbon fiber composites, but didn't catch on because of its large size, low speed, and lack of stealth.



The AD-1 was a technology demonstrator, and as such there wasn't much concern with making it pretty. This appears to be some sort of damper attached to the aileron hanging out in the airstream. What's a little drag amongst friends?



Project for sale. Fixer-upper. Some minor parts missing.

- 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

Sep 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Bearhawk Manor, 3435 Desert Cloud, Rosamond CA. (661) 609-0942

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

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

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

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

Nov 18: EAA Chapter 1000 Monthly Meeting, 6:30 p.m., Location TBD, Rosamond CA. (661) 609-0942

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

Dec 16: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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

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

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

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

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

Mar 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.

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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:****OSHKOSH REPORT 16 SEP @ TPS****KOMMANDANT FLIES TOO MUCH****YOUNG EAGLES REPORT****REPORT FROM HILLER MUSEUM**