

# THE LEADING EDGE

## NEWSLETTER OF MUROC EAA CHAPTER 1000

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

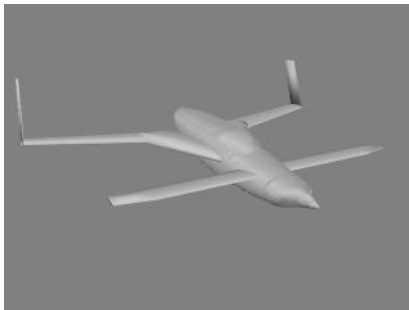
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<http://www.eaa1000.av.org>

March 2018

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:



### No Notice Project Police Raid

**Brian Martinez**  
**Modified Rutan Defiant et al**  
**Tuesday, 20 March 2018**  
**1700 hrs (5:00 PM Civilian Time)**  
**3973 Knox Ave**  
**Rosamond, CA**

All right you slackers! You have been ignoring your duties of randomly visiting member's projects, pointing at things you don't understand, asking inane questions, blowing dust off of long ignored parts, searching for Chocolate Chip Cookie (C<sup>3</sup>) stashes, and (most importantly) reporting the results of your raid in this newsletter. Don't give me that excuse that hardly anybody in the chapter is currently building anything. That is a totally specious excuse. An extensive in depth review of the newsletter archives, performed over hours, yea even days of searching, reveals nothing with your byline on it. Shame on you for wantonly disregarding your duties!! And you call yourself a **Project Police Officer**. Humph.

Lucky for you, your Board of Directors has arranged an opportunity for you to make up for your past disregarding. Show up at the normal meeting time at **Brian and Arlene Martinez'** hangar on Rosamond Skypark for an unannounced, no-notice **Project Police** raid. If you are new to this, don't be concerned. Experienced **Project Police Officers** will be on hand to guide you through the finer points. **Kommandant Aldrich** will be demonstrating the fine art of pelting the unsuspecting builder with a rapid-fire volley of inane questions. "Knife" Gennuso will be giving lessons in the

### Dues Delinquents!



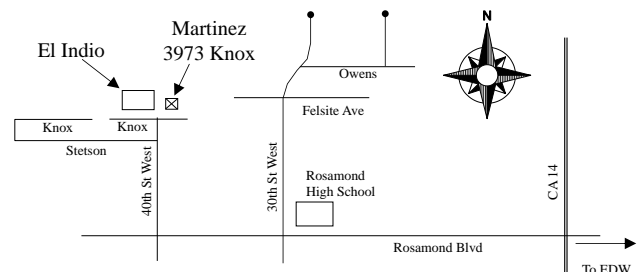
According to the **Project Police** Bylaws (as amended), March is the month when **Evil Editor Zurg** collects and publishes the list of names of the Ne'er-do-wells amongst our fold who are slacking and sponging off the rest of the **PPOs**, thinking somehow that the magic dues fairy will show up at the chapter meeting to pay their dues. That's right—it's the dreaded **Dues Delinquents** list! The punishment of public humiliation by confrontation has been very successful at getting those slackers to pay up (\$20). This year's list of slackers is long and undistinguished (current as of 7 March 2018):

Looking for your name here? You should be looking in your e-mail for a semi-personalized harassment from **Evil Editor Zurg** telling you to pay up!

Remember you can pay by Paypal on the EAA Chapter 1000 web site, or by cash or check to any chapter officer. Only \$20 to clear your sullied name.

finer details of **Project Police Picture Pointing**. **Erbman** will lead the search for the hidden stashes of **Chocolate Chip Cookies**. We can't tell you what **Vice Kommandant Steinlin** will be doing because, well, once in the French Foreign Legion, always in the French Foreign Legion. We're just sayin'.

Whatever you do, don't tell **Brian** or **Arlene**. If you did, then it wouldn't exactly be unannounced then, would it?



So what are we inspecting? **Brian** has been working on building his take on the **Rutan Defiant**, a four-place, pushmi-pullyu twin engine, backwards flying airplane with a longer gestation period than the **Combat Bearhawk** or even the **Glamorous Glasair**. We've seen this a few

times through the years. To help you judge his progress, this newsletter includes reports from the last two times we have visited this project.

Intel reports suggest that **Brian** may have other aircraft in the hangar just to distract any would-be “inspectors”. These would include his homebuilt **Quickie** and a stalwart **Cessna 172**. But alas! The joke is on him! We will inspect those aircraft as well!! (*insert maniacal laugh here*)

Take note! Just to throw the **Project Police** off the trail, **Brian** and **Arlene**, at great personal expense, have moved their entire house from Lancaster to Rosamond Skypark. Okay, that’s a bit of an overstatement. They didn’t move the actual house. All of the stuff that was in it was moved into another house.

After sufficient schmoozing, questioning, pointing, searching, and whatever it is that the French Foreign Legion does, we anticipate that the **Kommandant** will declare “**Victory!**” and give us further instructions on what to do. It is likely that he will direct a mass transfer of our collective mass next door to the **El Indio** restaurant, but you can never be sure with such a krafty **Kommandant**.

No base access is required for this event, so I’m expecting those of you who shy away from trying to get past the pimply-faced kids with guns to get on base to actually show up this time. I’m looking at you, **Waldo!**

- **Erbman**

Subbing for the **Vice Kommandant**

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### The Last Time We Visited The Martinez Aircraft Works

*(This report is reprised here so that you can see where Brian’s project was in 2012. Come to the meeting and you can see for yourself how much progress he has made in the last 6 years.)*

#### EAA Chapter 1000

Martinez Estate, Kommandant’s Kwarters

Quartz Hill, CA

20 March 2012

**Gary Aldrich**, Presiding

Last month a No-Notice **Project Police** Raid of **Brian Martinez’s** workshop was announced in this newsletter. About a dozen **PPOs** gathered at the appointed location (some after a mild round of confusion). Our last inspection of this project was in November 2005. We were able to tell that there had been some progress in the intervening 6-1/2 years, but there is still much to go before we are reporting a first flight. There was some talk that **Brian** was trying to break the **Glamorous Glasair’s** record for gestation time. Then again, Brian has a flying Q-200 and a Cessna 172, not to mention plans for a Bearhawk, so we can only fault him so much for seemingly slow progress. There was also talk that the

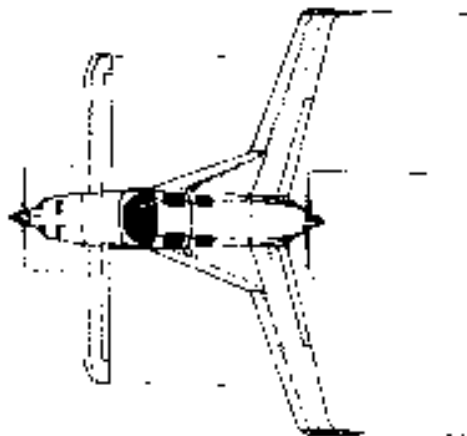
canard on display seemed to have a greater span than the **Glasair**.



The forward firewall. One engine goes here. Also visible are the pivot for the retractable nose gear and the slot for the canard spar.



An instrument panel, but not necessarily THE instrument panel. When you spend over 12 years building an airplane, the toys available for the panel tend to change. It was heard that the Minister of War and Finance (Arlene) has insisted on “screens” for this airplane. Maybe a nice G1000? G2000?







**The canopy is not held up by the disconnected gas strut. Brian says the one installed here is too strong and it is difficult to close the canopy.**



**The solution to the overgrown gas spring is the over-engineered canopy prop. It is beautifully fabricated with a fancy handle, but we suspect this is not flight-weight hardware**



**The area behind the front seats includes a back seat that folds down to make a flat floor. It is a very impressive design, looking better than most cars with folding seats.**



**Two engines need two fuel selectors, cleverly arranged fore and aft**



**The other (rear) firewall. Place other engine here.**



**On top of the storage bins is the very long span canard.**

**On the other wall was a nice collection of blue Styrofoam blocks, but Brian didn't seem ready to part with them yet.**



The wing outer sections in storage



Brian explains an important concept to Helmut, while Mike Machat explains an important concept to JDIII



Stormy finds the ballast storage facility while holding his paper Coke® shot cup

By decree of the **Kommandant**, the assembled mass (there was only one) loaded up in the unorganized convoy

and moved North about half a mile to the **Kommandant's Kwarters**. There we were greeted by **Mrs. Kommandant** who had prepared a wonderful dinner of salad and the best pizza Domino's had to offer.

There was a lively discussion of topics ranging from airplanes to iPads to electronic book readers. After a bit of a thrash to produce a copy of the last newsletter, **Mike Machat** led us through a delightful guessing game as we tried to fill in the names of aerospace company founders. In case you missed it, here are the answers.

1. Wilbur and Orville Wright
2. Glenn Curtiss
3. Elmer Sperry
4. Sherman Fairchild
5. Claude Ryan
6. William Boeing
7. Lloyd Stearman
8. Donald Douglas
9. Glenn Martin
10. James McDonnell
11. LeRoy Grumman
12. Larry Bell
13. Igor Sikorsky
14. Chance Vought
15. Clyde Cessna
16. Frank Piasecki
17. Al Mooney
18. Walter Beechcraft
19. John (Jack) Northrop
20. Bill Lear
21. Eddie Stinson
22. Stan Hiller
23. William Rockwell
24. Ernie, Larry, and Paul Schweizer
25. George E. Weaver (Weaver Airplane Company)
26. Earl D. Osborne (EDO)
27. Geoffrey de Havilland
28. Giuseppe Bellanca
29. Anthony Fokker
30. Andre Tupolev

Tie Breaker: Republic's name was derived from that of its company founder, Count Alexander de Seversky. Voted out by the Board of Directors during a heated corporate dispute, Seversky's name was replaced by a word that had to meet two criteria: convey a sense of national pride, and contain eight letters so they didn't have to change all the company signs!

The evening was brought to an amicable end without wrestling the host to the ground or chasing Pixel around the neighborhood.

- **Erbman**

Faux Minister of Propaganda



## The Next-To-Last Time We Visited The Martinez Aircraft Works

*(This report is from our visit in November 2005. Are you noticing a trend here? We seem to visit Brian's project about every six years. Let's hope this nonsense doesn't continue and it is flying before 2024! )*

The evening started with a **Project Police** raid at **Brian and Arlene Martinez'** Quartz Hill home/aircraft production center where we inspected progress on their modified **Defiant** (for those unfamiliar with this, it can be described as a twin engine {push-pull a la Cessna Skymaster} four-place cabin Long EZ). Word of the raid must have slipped out as **Arlene** was ready for us with chocolate chip cookies and sodas. **Donna Drucker** also surprised us with a batch of **C<sup>3</sup>s** as well. Boy, that's how we like to be treated. We sure could get accustomed to this.



**Project Police Master Picture Pointer George "Knife" Gennuso** finds and identifies the wings and vertical tails which were moved out to the back yard to make room for the inspectors



The canard sticks out the open garage door. Sharp **Project Police** inspectors were quick to point out to **Brian** that it would be easier to close the garage door (and thus less drafty) if he could move the canard



**"Insert Airplane Here"**



Side view of fuselage shell

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## Last Month's Meeting/

### EAA Chapter 1000

USAF Test Pilot School

Scobee Auditorium

Edwards AFB, CA

20 February 2018

**Gary Aldrich**, Presiding

0 for 2. That's our success rate at getting **Bryan Toepfer**, the operations manager for **Rotax USA**, to actually show up at one of our meetings and speak to us about **Rotax** engines. The first time he cancelled on us with a questionable but slightly possible excuse. This time it was a rather convenient but also thinly veiled excuse to get out of traveling all the way up here to the hinterlands. Talk to the **Kommandant** if you want the details.

Since he had a day's notice, the **Kommandant** sprang into action (easy to do now that he has copious free time) to find another, last minute aviation-themed program that we could do. Falling back on years of experience, the **Kommandant** brought his large DVD carrier of aviation-

themed movies. Not wanting to force the issue, the **Kommandant** threw it out to the assembled **PPOs** to express their viewing pleasure. **Erbman**, perhaps harboring ideas of getting to the **BK Dead Cow Emporium** early, suggested "*The Roy and Helen Flick*", a delightfully schmaltzy slice of life drama of a young Air Force captain going through his year as a student at the USAF Test Pilot School back in the '50s. It's a film whose viewing has become a rite-of-passage for all TPS students. It includes oranges delivered by random neighbors, pre-cut pies straight out of the oven, and the usual agonizing career-changing decisions.

Instead, **Erbman's** suggestion was shouted down by someone who suggested that we watch "*Toward The Unknown*", a perennial favorite of the **PPOs** of similar vintage which several **PPOs** admitted to never seeing. It's a wonderful story of a Korean War POW Lincoln Bond who after release makes his way to Edwards AFB to look for a job as a test pilot. Apparently that's the way military assignments were done back in the day. After trying to rescue a test pilot who had just crashed following an after dark test mission (apparently the safety package didn't specify "Day VMC" like they do now), the next day he runs into his old friend, the second in command on the base, who tells him he'll have to talk to the General, whose secretary is Lincoln Bond's old girlfriend (with a rather amazing deep gravely voice) who is still carrying a torch for him, and the General is the test pilot he tried to save the night before. Sounds like a perfectly reasonable plot. Though his reputation precedes him, he convinces the General to give him a job against his better judgement. Things go well, until he causes difficult to replicate damage to the hot new fighter. Then we take a break for an Air Force paid political commercial which bought the Air Force's cooperation for this film. Back to our story, our hero blows it by beating up the very annoying and very drunk test pilot. There's the obligatory crash of the test pilot who refuses to eject so that he can save the airplane, which doesn't work out so well. What can happen after all of this? Obviously this pushes Lincoln Bond to the front of the pack for the most desirable test mission that all of the test pilots are competing for. He flies the mission, which...doesn't go so well. After that the General gets promoted to Headquarters and we get to enjoy "special ariobatics" (sic) by the Air Force Thunderbirds. It's a great film. Search Amazon for "Toward The Unknown."

Getting through the film wasn't so simple. Apparently the TPS DVD player hadn't been used in a long time. Part way through the film it just hung up. After futzing with it for a while unsuccessfully, **JDMI** demanded to see the disk. After a quick look at the disk, he exclaimed "Well there's your problem" and took it out of the auditorium. After a soap and water scrubba-scrubba and some words about DVD hygiene he brought it back, and it worked mostly trouble free for the remainder of the movie.

The assault on the **BK Dead Cow Emporium** was cancelled on the basis of the minor detail that they had closed by the time we finished the movie.

Once again, the Minister of Propaganda was notable in his absence.

Most of this is true.

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- **Russ "Erbman" Erb**

Emergency Secondary Backup Minister of Propaganda  
Chapter 1000 of the Experimental Aircraft Association of these United States of America and Occupied Territories  
"*We have more zeroes in our chapter than any other!*"

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### Kommandant's Korner

The California winter storm cycle is pretty much established this year as I sit at my workbench spinning this



yarn. I had planned to be sitting on 1st-daughter's couch in Far Northern California (FNC) with laptop in lap regaling the membership of the grand flying adventure up the coast. Earlier in the week it appeared as though the two or three day lull of mild weather between the advancing storms might have allowed the **Fightin' Skywagon** to make the trip but as the Friday departure loomed, so did the threat of the "ice monster".

Using the sophisticated weather forecasting tools available on the NOAA and AOPA websites I had tracked the motion of a low pressure area moving from the gulf of Alaska toward the Pacific Northwest. By Thursday evening when the Terminal Area Forecast (TAF) periods encompassed our estimated arrival at KEKA it was obvious that travel by light aircraft was not advised. The cold front that preceded the low's advance was sweeping in significant moisture in the form of clouds and rain. With the accompanying low temperatures the freezing level was forecast to be below the IFR minimum enroute altitudes (MEA) on the route and the tops of the clouds were forecast to be near the service ceiling of the **VC-180. PPO Doolittle** suggested that we employ a tactic he used when penetrating ice-bearing clouds in the mighty T-38A back in the day. He allowed as how we could simply accelerate to 450 KIAS or so and use aerodynamic heating of the wing leading edges to delay or prevent ice accretion. After careful consideration we decided that this might not work for us as the fuel flows would be excessive and the wing bending moments could exceed the structural limits of the airframe. Thus, with a heavy heart we postponed the mission to a (hopefully) warmer April weekend.

So, **N2705K** has been languishing in hangar 703, sipping on electrons from the BatteryMinder™ since flying in support of the last Chapter Young Eagle event on 17 February. That mission, in which I exposed two more enthusiastic young people to the joys of aviation, was a

resounding success. The Chapter's dedicated YE Coordinator, **Tom "Duke" Wayne** had scheduled picture-perfect weather (not an easy task in the AV in February). **NLE Erbman** and the vaunted *Bearhawk* shared the duties that day and four happy kids (and their parents) went away with certificates, logbooks, and memories. **Russ** and I even managed to deconflict our flight paths using all the skill and cunning we'd garnered through years of military aviation...along the the crack mission planning aids provided by **Duke** (not to mention the benefits of two fully equipped ADS-B Out/In aircraft).

I'm looking forward to seeing you all as we gather our forces to inspect the **Defiant** project his month. It should be extremely interesting! Until then,

Fly safe and check six!

- Gary Aldrich  
Kommanding

## What's All This Talk About Maneuvering Speed?

Recently I was asked the following question about maneuvering speed (edited for readability):

"What is the TPS formula for the actual change in  $V_a$  (maneuvering speed) vs. that of  $V_a$  at Max Gross Weight? I have the formula of:

$$V_a = V_{a_o} \sqrt{\frac{W}{W_{\max}}}$$

$V_a$	Current maneuvering speed
$V_{a_o}$	Maneuvering speed at max gross weight (published)
$W$	Current weight
$W_{\max}$	Maximum gross weight

Is this valid or do you all have something a little different???

The example that makes me a bit wary using the above formula is that of our PA-25 towplanes (without 200# of original, certificated ag gear and payload):

$V_{a_o}$	120 mph
$W$	1500 lbs
$W_{\max}$	2900 lbs

$$V_a = 120 \text{ mph} \sqrt{\frac{1500 \text{ lbs}}{2900 \text{ lbs}}}$$

$$V_a = 86 \text{ mph}$$

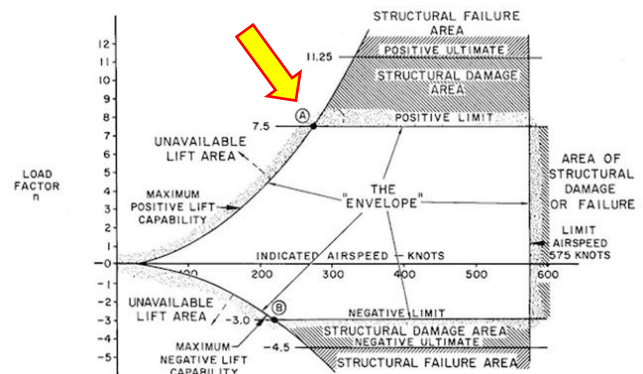
Whaddya think?"

The short answer is yes, that is correct. However, I suspect the concern is that normally being lighter weight is a good thing, but in this case it seems to reduce the useable

flight envelope. I suspect this is why maneuvering speed is one of the least understood limitations in our flight manuals.

Maneuvering speed is usually defined as that airspeed below which full deflection of any flight control surface will not cause structural damage. Personally I have always found that definition to be less than satisfying, probably because I couldn't imagine why I would be flying along and want to suddenly yank a control to full deflection.

An alternative definition, which applies specifically to the pitch axis, is that maneuvering speed is the airspeed at which the wing will stall at the limit load factor. At any speed below this, the wing will stall before reaching the limit load factor, thus preventing an over-g. By this definition, the maneuvering speed is the same speed as the corner speed, as shown by Point A on this V-n diagram (as originally depicted in *Aerodynamics For Naval Aviators* and replicated in many other publications since).



This definition also fits better with the admonition to slow down to or below maneuvering speed in turbulence. In this case, if a large vertical gust is encountered below maneuvering speed, the wing will stall before reaching the limit load factor, thus protecting the structure.

With that established, why are the results seemingly counterintuitive? Our limit for maximum lift is expressed in load factor. I could not find a reference for the limit load factor for the PA-25, so we'll assume it is the standard 3.8 g as defined in 14 CFR Part 23 (the analysis is the same regardless). For a maximum gross weight of 2900 pounds, this means that the wings are designed to produce up to  $3.8 * 2900 = 11020$  pounds of lift without causing structural damage. It would seem that everything would be okay as long as the total lift was no more than 11020 pounds. At a gross weight of 1500 pounds (the normal flying weight without spray gear and chemicals), this would be a load factor of 7.35! And herein lies the problem.

The lift loads on the wing are not the only structural issue we need to be concerned with. For instance, the engine weighs roughly 400 pounds. At 3.8 g the load on the engine mount would be 1520 pounds, which presumably the engine mount would be built to sustain. However, at 7.35 g, the load on the engine mount would be 2940 pounds. While the wings may stay on, the engine will likely be ripped off of its mount (which, in general, is considered to be bad). Thus, because of installed loads,



the limit load factor of 3.8 should not be exceeded, regardless of the gross weight.

To ensure that the limit load factor is not exceeded, the maneuvering speed must be adjusted with the actual stall speed. As gross weight is reduced, the 1 g stall speed is reduced. Likewise, the maneuvering speed is reduced as well. While at 2900 pounds and 120 mph, a sharp vertical gust will produce a maximum load factor of 3.8 before the wing stalls. Likewise, at 1500 pounds and 86 mph, a sharp vertical gust will produce a maximum load factor of 3.8 before the wing stalls, even though the total lift of the wing is far less. Fortunately, this means all of the installed equipment, like the engine, will remain installed.

So yes, if you encounter strong turbulence, slow your Pawnee below 86 mph calibrated airspeed. Fortunately, this is probably still faster than you are towing a glider anyway.

- Russ Erb

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### Rosamond Skypark Weathercam

The camera is now more integrated into the Skypark.org website, call it 'Beta Test' stage, not final but working.

The time-lapse loop is at <http://www.skypark.org/miscellany/weathercam.html>

The "live" stream from the camera is at <http://www.skypark.org/webcam/LiveStream.html>

*(On my computer, these work in Google Chrome but not in Internet Explorer)*

Both these have link access from the default/index page and the top link bar on all pages.

The time lapse defaults to a 15-minute loop, but has some control buttons which allow you to customize the view, you can go back as far as 24 hours or so. It is produced from individual snapshots that are uploaded & stored every 15 seconds.

The "live" stream is actually taken from my YouTube channel and is not being stored, so there are no controls other than the option to go full-screen. It has audio, a mix of the camera's built-in mike (basically only wind noise unless a plane comes by) plus audio from my 122.9 receiver. It is delayed from real-time about 20 to 30 seconds by YouTube.

If you go directly to YouTube and search for Rosamond Skypark Runway Cam you can watch directly from YouTube at a somewhat better quality. If you have YouTube internet access from your TV you can put it up on the 'big screen', looks pretty good that way.

- John Wilson



### Doolittle Raider B-25 At USAF Armament Museum, Eglin AFB

Students of history will remember that part of the training for the Doolittle Raid was accomplished at Eglin Field near Fort Walton Beach Florida. Those same students will remember that all of the B-25s were lost in the raid, so this B-25 is not one that was on the raid, but it is configured and painted as Doolittle's lead aircraft was.



**Note only one machine gun in the nose, no Norden bombsight**



**No dorsal turret, no other guns. Doolittle's tail number**



**Broomsticks in place of the tail guns**

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### 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.



ANTELOPE VALLEY 99s  
28<sup>th</sup> Annual St. Patrick's Day  
Poker Run Flight!  
W.J. Fox Airfield in Lancaster



DATE: ♣ Sunday, April 8, 2018 ♣

TIME: 9:00 a.m. – Cards available at airports!  
12:00 p.m. – Santa Maria-style Barbeque served!  
11:00-12:30 Spot Landing Contest (at the beginning of the “Double Bars”)

CHECK IN: 10:00 a.m. to 1:00 p.m. at Fox BBQ Hangar with unopened envelopes  
No envelopes accepted after 1:00 p.m.  
Poker Prizes awarded at W.J. Fox after lunch

STOPS & CARD LOCATIONS: Fox@MH Aviation, Mojave@Voyager Restaurant, Tehachapi Muni@gas pump, Inyokern@office patio, Cal City@Restaurant, Rosamond@old FBO

Fly to 1 or 6 airports in any order. Special PIC prize for each pilot flying to at least 3 airports.  
Instant Play: If you don't make it to all airports, all airport cards are available at the BBQ.

*Rain or shine, it's party time – If weather is not VFR, there will still be a BBQ!!  
Poker hands will be opened and ranked & prizes awarded*

#### AVIATION RELATED PRIZES INCLUDING:

- ♣ Overnight stays ♣ Free meals ♣ Flight reviews
- ♣ Many more fabulous aviation prizes !!!

NOTE: BBQ tickets SHOULD be purchased before Thursday, April 6.  
On Poker Run Day, BBQ tickets will be sold based on available food.  
REMEMBER: WE SELL OUT!

- - - - - *cut here* - - - - -  
\$20 for a Poker Hand Combo (A combo includes 1 BBQ meal. Sorry, no separate meal purchases, a CA State raffle rule)  
\$15 for each extra Poker Hand -- OR -- \$25 for every 2 extra hands

# Combo Tickets \_\_\_\_\_ = \$ \_\_\_\_\_  
# Extra Poker Hands \_\_\_\_\_ = \$ \_\_\_\_\_  
TOTAL AMOUNT ENCLOSED: \$ \_\_\_\_\_

Please list the names of everyone included on your purchase (they each get their own entry)

Address \_\_\_\_\_ Email \_\_\_\_\_

Make your check payable to Antelope Valley 99s and mail to:  
AV 99s, P.O. Box 5131, Lancaster CA 93539 (please postmark before Wednesday, April 4, to ensure that it arrives in time)  
For additional info – Call Erin at (818) 300-4842

The Antelope Valley 99s is a nonprofit 501(c)3 organization number 95-4198649  
Proceeds used for scholarships, new pilot flight training, and activities that promote flying

**Chapter 1000 Calendar**

Mar 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

**Mar 20: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., 3973 Knox Ave, Rosamond CA. (661) 609-0942

Apr 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

**Apr 17: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m., Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (661) 609-0942

May 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

**May 19: EAA Chapter 1000 Annual Aviation Event**, To Be Determined. (661) 609-0942

Jun 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, 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., El Indio Restaurant, Rosamond Skypark, 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

Aug 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

Sep 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

**Sep 18: 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, George Gennuso, 3119 Lennox Ct, Palmdale CA 93551. 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 Hellmuth Steinlin: hellmuthsteinlin@hotmail.com

Secretary Kent Troxel: kenttroxel@sbcglobal.net

Treasurer George Gennuso: pulsar1@sbcglobal.net

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Aluminum Sheet Metal Construction		
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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:****REGULAR MEETING 20 MAR @ ROSAMOND SKYPARK****THE DREADED DUES DELINQUENT LIST!****WHAT IS MANEUVERING SPEED****AV 99's POKER RUN**