



# 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	George Gennuso	661-265-0333
Newsletter Editor	Russ Erb	661-754-0524

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

March 2020

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:



## Angry Karl and Erbman's Wild Ride

**Karl Major and Russ Erb**  
**Tuesday, 17 March 2020**  
**1700 hrs (5:00 PM Civilian Time)**  
**USAF Test Pilot School Auditorium**  
**Edwards AFB, CA**

It has come to light that virtually every pilot with any "significant" amount of flight time has at least one story about when he or she was terrified while flying in an aircraft. I'm betting the **JDIII** has some stories that don't involve being shot at over Vietnam (maybe we can get him to tell us some during the schmooze time!) Our illustrious **Kommandant** has shared the infamous "Dog Story" in these very pages (see your April 2015 edition of *The Leading Edge*).

This month "Angry" Karl Major and Russ "Erbman" Erb share with us their recent tale of being out of control in the Bearhawk in "Extreme Turbulence". Think about going from 1g flight to -3.4g to 4.8g in the space of about 3 seconds. Actually, don't. We don't recommend it. Not even in Dave's G-202. It sucked. Big time.

### 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 2020):

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.

It's challenging to avoid a rotor that is otherwise invisible. We will tell you about the event and why it sucked. We will tell you what we did to recover. We will also discuss various indicators that were warning us that something untoward might happen. A video will be shown that recreates what it must have looked like. There's lots to learn from this brief 28 seconds or so.

You will be invited to share your own story of terror (assuming you've flown long enough to have one) if you so desire.

Schmooze time will begin at 1700 in the lounge with yummy snacks provided by the **Schmoozemistress**. You will also have a chance to clear your sullied name by turning in those dues (\$20) you keep forgetting about.

Afterwards we will retire to the local **BK Dead Cow Emporium** for an enjoyable repast and a review of what we accomplished, as well as the traditional swapping of lies.

**TAKE NOTE: If you don't have base access and haven't been on the access list before, contact Erbman right away (before Thursday) to be added.**

- Erbman  
 Subbing for the Vice Kommandant

### Last Month's Meeting

#### EAA Chapter 1000

Guido's @ The Hangar

Rosamond, CA

18 February 2020

Gary Aldrich, Presiding

The February Chapter 1000 gathering was held at **Guido's @ the Hangar** at **Rosamond Skypark** (L00). Guido's occupies the space formerly held by a succession of Mexican restaurants. As the name would suggest, Guido's offers Italian fare. Many attending the gathering sampled said fare during and after the program and pronounced it worthy. In all, more than **50** people crowded into the enclosed patio area...most definitely a record attendance for a Chapter 1000 monthly meeting, though the actual number of Chapter 1000 members could be counted on one hand. Most of those in attendance found out about the event by noting the most excellent flyer posted in various aviation-friendly locations by the **Kommandant**.



The program for the evening was a presentation by aviation notable **Lt Col Dick Rutan**, USAF (retired). Rutan, 81, is the older brother of the legendary designer of 'backwards' airplanes, **Burt Rutan**. Dick spent 20 years in the Air Force, flying two tours in South East Asia in the **F-4 Phantom** as a Weapon Systems Officer (WSO) and then as an **F-100 Super Sabre** pilot executing the dangerous "Misty FAC" or high-speed forward air control mission. It was indeed dangerous to Rutan, who was shot

down on his last mission and rescued, after ejection, from the South China Sea.

After retirement from the Air Force, Rutan was involved with a plethora of cutting edge aircraft projects, most involving brother Burt's designs. Dick garnered world acclaim in one of those designs, the **Voyager**, by completing the first ever un-refueled circumnavigation of the globe with co-pilot **Jeana Yeager**.

This flight and its preparations were the subject of Dick's talk at Guido's. Dick related several fascinating anecdotes about the design, fabrication, and flying/handling qualities of the purpose-built all-composite aircraft. The Voyager was, essentially, a flying gas tank with some 19 tanks in every nook and corner of the airframe leaving only minimal room for the crew. This was 1986, and GPS was not available for navigation, so the tried and true (though not terribly accurate) VLF Omega system was used together with good old-fashioned pilotage. That pilotage was aided by a last minute add of a set of night vision goggles borrowed from the Air Force. These proved vital in avoiding convective weather activity that could have caused the heavily over-loaded aircraft to suffer structural failure. The weather radar that was installed proved unsuitable for spotting a clear path through the build-ups but the NVGs allowed a visual solution in the darkness. Since only one set of batteries were supplied with the goggles, Rutan "rationed" his use, looking and memorizing the cloud formations for 3 minutes of every 15 minutes, all night. Fortunately, this limited use of the NVGs allowed them to be useful for each of the eight nights of the flight.



Rutan acknowledged that there were several times during the adventure when he was convinced that an abort was necessary. These had to do with the aforementioned weather issues, fatigue, systems failures, and even having a missile launched at them. However, each time he considered curtailing the flight, he thought of how he had been taught by his parents to press on in the face of adversity. Dick's presentation made the audience

appreciate the risk and reward of the audacious project and to feel as if they were aboard for all the excitement. His talk was, naturally, limited in scope due to time and most of his vignettes ended with the phrase, "...there's much more detail in the book".

Dick's wife, **Kris**, was on hand to sell signed copies of his new book, "The Next Five Minutes" to interested audience members. Dick graciously personalized each copy on request. For those who were unable to attend, go the [www.dickrutan.com](http://www.dickrutan.com) to order your own personalized copy.

The **Kommandant** did not declare "**Victory!**" after the presentation as, well, only the 3 or 4 **PP Troopers** in attendance would understand. He did, however, admonish the attendees to adhere to the instructions on the flyer to "Come for the Talk, Buy the Book, and Stay for Dinner". Then, leading by example, he, **Mrs. Kommandant**, and **PPO Gennuso** retired to the dining room for excellent Italian dishes.

All of this may be true...blah, blah, blah...

#### - Gary Aldrich

Secondary Emergency 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!"*

---

### Kommandant's Korner

In a rare display of human empathy, **EE Zurg** made an unusual request of me for this month's K<sup>2</sup>. Given that this month's 'Edge is largely devoted to sad topics, it was requested (demanded?) that I try to "keep it lite" in my article. Well, that is not so easily done. Since last I penned my column, the Chapter has lost two longtime, loyal members and close friends to many of us. I will not recount the lifetime accomplishments and contributions of our lost **Project Police Troopers** here as their obituaries cover the topic well. I'll just add a personal note or two.

**Colonel John "Bushman" Bush**, USAF Retired, was a friend and colleague of more than 35 years. He followed me through Test Pilot School by a year or so but he was 11 months my senior (most student test pilots are older than most student flight test engineers). John was what I liked to call an "**aviator**"...not just a "**pilot**". For those to whom I have not described the distinction between the two terms, let me briefly define them in the context of military flyers. To me, a "**pilot**" is someone who has the skill to operate an air vehicle in support of a required mission. He or she approaches the task with vigor and dedication, but also as their "job". Thus, after the last flight of the day, they retire to home and hearth to pursue non-aviation related



activities. Besides the obvious family interactions, these may include golf, boating, horsemanship, or any number of hobbies. This does not impugn their passion or skill for their "day job".

However, the "**aviator**" is the person who, after that last flight, goes home to greet the family and then retires to the garage to drive a few more rivets or shrink some more fabric covering, or goes to the hangar to lovingly perform some maintenance activity on a personal air vehicle. This is the person who belongs to several aviation-related professional and/or social groups and passionately supports not only his professional missions but the furtherance of all forms of aviation. He or she can be seen at social gatherings talking with their hands forming graceful simulated aircraft maneuvers, much to the chagrin of their spouses. The aviator has a burning desire to ignite the passion of aviation in people young and old. They can't resist using their "instructor voice" to explain some aviation mystery or cool characteristic of an airplane to a passenger or fellow pilot. Bushman flew almost 200 Young Eagle flights in his various personal aircraft over the years, perhaps inspiring those young people to become an aviator like himself.

I first met **Lee Erb** early in the 21st century when **Erbman** and I made a huge dogleg in our flight path to **AirVenture**, stopping in Arlington, TX to pick up Lee in the **Fightin' Skywagon** so he could accompany us on the trip. I immediately sensed that Lee, too, was in the "**aviator**" category. Perhaps the first clue was a room in his house virtually filled with aviation magazines dating to the 1940s and 1950s. As I got to know him from his propensity to "spin a yarn" (Now we know where Erbman gets it...), I came to appreciate his passion for all things flying-related. I used to think that Russ could wear out the VC-180's intercom during our airborne adventures, but Lee, and especially the combination of father and son proved the old adage about acorns and proximity to the tree. Lee was a pilot as well, soloing a Stearman in his college years but family and career (eg. "life") prevented him from further pursuits of that passion. Instead he "scratched the aviation itch" as an engineer...and early flight test engineer supporting development of military aviation...and especially rotary wing aviation. His stories of being stationed at Edwards, as a young Lieutenant and FTE during the heyday of flight test in the 1950s made me believe I was born too late. The three of us camped under the wing of the Skywagon in the North 40 that year in a six-man tent. The stories continued well into the evenings that week...until Lee succumbed to the days' exciting activities and began his realistic impersonation of an industrial-strength chainsaw. Perhaps Lee's greatest aviation accomplishment (in Chapter 1000 terms) was the creation of Russell Earl Erb. Without the aviation passion that began, no doubt, with Lee's infectious enthusiasm for the subject we might not have enjoyed all these years of dedicated service to "the chapter with the most zeroes" by our award-winning newsletter editor, chief of chapter flyouts, and chronicler of all things aviation. For that alone, we in Chapter 1000 owe Lee a debt of gratitude.



Until we gather again,  
Fly Safe, Check 6...and to our lost comrades, "Blue  
Skies and Tailwinds, my Friends"

- Gary Aldrich  
Kommanding

### Project Police In Memoriam – Lee Erb

Long time **Project Police Officer Lee Erb** of EAA Chapter 1000 Det 5 passed away on 13 February 2020 at age 90. Services were held at First United Methodist Church, Arlington TX on 28 February 2020. EAA Chapter 1000 was represented by **PPO Stormy Weathers** of EAA Chapter 1000 Det 5.



**Lee Harvey Erb** was born in Conneaut OH in August 1929. As a teenager, his brother was at USAAF pilot training (which he washed out of at the Basic Training level, which probably prevented him from getting killed during WWII). Lee already had a well-developed affinity for aviation. He was an avid reader of *Model Airplane News* and *Air Trails* magazines (*which he kept and I read as a teenager*). His mother would tell the story that he would spend all winter in the house meticulously building rubber powered balsa and tissue model airplanes, many from the Cleveland Model & Supply Company. When the weather finally improved sufficiently, he would proudly go outside with his newest model, only to return a few minutes later with his model reduced to an unrecognizable pile of balsa and tissue. The crashes never deterred him from building more.

After graduating High School, Lee attended **Parks Air College of St. Louis University**. He enrolled in a program that would result in a Bachelor of Science in Aeronautical Engineering, an Airplane and Engine Mechanic Certificate (A&E, now known as A&P), and a Private Pilot Certificate. He did complete the Aeronautical Engineering degree, as well as completing Air Force ROTC. As part of the A&E program, he was required to weld. For some reason he had significant trouble with this skill. His practical test for welding was literally a "hot mess". As he told the story, the examiner said to him "Lee, you know you can't weld." He replied "Yes, Sir, I know that." "I will pass you on one condition—that you promise me you will never weld on an airplane." "Deal!" (*may not be an exact quote*). Thus, he received his A&E certificate.

His effort to learn to fly was not as successful. He claims that he did solo the Stearman, but after about 20 hours of flight time he had scared himself enough times to

decide that he wasn't interested in completing the Private Pilot part of the program. On 24 October 2001, I drove him to Oceano CA where he was able to get a flight in a Stearman with **J.R. Smith** to re-live his glory days.



After graduating from Parks Air College, Lee started a job with McDonnell Aircraft Corporation. Here he worked on the XF-88 Voodoo (which would develop into the F-101 Voodoo) and the development of the "short" afterburner. Early afterburners were very long to give the fuel time to burn before exiting the nozzle. The magic of the short afterburner was the introduction of flame holders, which are now standard for all afterburners.

In 1953, he was told that Bell Aircraft was expanding into helicopters, and was building a new plant in Fort Worth TX, and maybe he could get a job there. At this time, the best way to get a "promotion" was to get a better job at a different company (most companies didn't seem too concerned with growing their people or retainability). So he drove his new 1953 Studebaker Champion (*which I now have title to*) down to Fort Worth in search of a new job. While there, a friend told him that Arlington was a nice town and maybe he could find an apartment there. The first Sunday in town he attended First United Methodist Church in Arlington and met **Mary Alice Stewart**, whom he married less than a year later on 16 July 1954.

Upon returning home from their honeymoon, his new Father-In-Law, the local letter carrier, handed him an envelope notifying him that he had slipped through the cracks and it was now time to serve his ROTC commitment. He reported to Edwards AFB in November 1954 to begin his 20 month career as a Flight Test Engineer. Alice, already pregnant with their first son, joined him on New Year's Day 1955, arriving just in time to change clothes and attend the General's reception. This was one of those optional events that everyone was expected to attend (and heard about it if they didn't).

One of his first assignments was on the **YC-121F**, a Lockheed L-1249 Constellation that was an experiment in turboprop propulsion. The R-3350 Duplex-Cyclone radial engines (3,250 HP each) were replaced with **Pratt & Whitney YT34-P-12A turboprops** (5,500 HP each). The result was an airplane that could easily reach its drag-

divergence Mach number. At one point the test team found out that these experimental engines only had a TBO of 350 hours, and a check of the logbooks showed that they were already way past that! The combination was found to be grossly overpowered and impractical, but the test results were used to further develop the engines for the Douglas C-133 Cargomaster, of which 50 were built.



**YC-121F with P&W YT-34-P-12A turboprops**



**“Our Other Hero” at the FTE station in the YC-121F**

*(Lee’s older brother referred to himself as “Our Hero” in his letters home from the USAAF, so Lee referred to himself as “Our Other Hero”)*

The project that Lee spoke of the most was the **Piasecki H-21C Shawnee**, or as most people called it, the “**Flying Banana**”. With his test pilot, **Maj Gus Vincenzi**, he did much of the development work on this helicopter, despite sensitivity to the strobing of the sun from the rotor blades and a tendency toward airsickness. Fortunately, if he was feeling bad, they just landed on the lakebed and let him off, coming back to pick him up a few minutes later.



**H-21C**



**H-21C Pilot and FTE station, with sensitive tachometer, altimeter, and manifold pressure**



**Lee, Alice, and new baby Robert with the H-21C  
Armed Forces Day 1955**



**Lee claims this was a Flight Test Planning meeting.  
Evil Editor Zurg thinks they were just shooting craps**

Lee told the story that once the owner of Monache Meadows (011° at 30.5nm from Kern Valley airport)



contacted Edwards AFB saying that his daughter was very sick and needed immediate transport to the hospital. Monache Meadows is on the South Fork of the Kern River up in the mountains at an elevation of 8000 feet. Road access is by 4wd vehicle only. An H-21C helicopter was dispatched for medevac. Between the high elevation and high temperature, the performance of the helicopter was so compromised that the crew chief had to stay behind on the ground just so the helicopter could depart. In gratitude for saving his daughter, the owner granted the Air Force a permanent license to use Monache Meadows as a test site for high density altitude in-ground effect hover testing.

Having completed his required service in the Air Force, Lee separated and moved to Boulder CO to earn a Master of Science in Aeronautical Engineering at the University of Colorado. He chose this program to study under the noted aircraft designer K.D. Wood.



**Spray bar equipped Bell Model 47 as seen at Pine Bluff Airport AR (KPBF) on 18 July 2011**



**Lee with his custom sweater knitted by Alice Erb to commemorate the Model 47 Aerial Applicator program**

Finishing graduate school, he drove his 1953 Studebaker with his family towing a trailer (*which now sits in my garage*) back to Arlington TX to resume his career at Bell Helicopter. Because of his time at Edwards, he was considered the "Flight Test Expert", especially around those who could barely spell "Flight Test". He also worked in Rotor Aerodynamics, Wind Tunnel Testing, Agricultural Aviation, and Spacecraft Recovery. This included work on the UH-1, AH-1, and the XV-15, predecessor of the V-22.

His work in Agricultural Aviation led to crop dusting spray bars mounted on the Bell Model 47.

As for Spacecraft Recovery, in 1962 NASA was tasked with landing on the Moon and returning to Earth, but no one was really sure what was the best way to do that, so NASA was trying everything they could think of. One idea was to mount rotors on the Apollo capsule and let it autorotate down to Earth. Lee built a test rig on his 1953 Studebaker and successfully tested a proposed rotor system. You can see the video transfer of an 8mm film at <https://youtu.be/9MTtB71wpw>. While it worked, apparently this method was not chosen because it was heavier and less reliable than simple parachutes.

After being laid off from Bell in 1982, Lee worked briefly for Aerospatiale Helicopters. He then worked for DynCorp for several years on projects on the A-3 and S-3.



**Lee Erb conducting a carefully planned ground test on the security of an intake screen on an A-3 at Alameda Naval Air Station**

Lee's final full time employment was with Menasco working on corrosion control on the F-22 nose landing gear. This led to a curious activity of carefully studying every nose gear he could find on various museum aircraft. It also led to a series of corrosion control articles in this newsletter back around 1997. After being laid off in 1999, Lee just declared himself semi-retired.

Back in 1990, Lee joined EAA shortly after I did (*his EAA number is only 164 more than mine*). He signed on as a **Project Police Officer** in July 1993, and also became active in his local EAA Chapter 34. In February 1996, I called him just before I left for church, right after he had come home from church (different time zones) and told him to pull out his October 1995 *Sport Aviation* and read the article about the new Bearhawk. After getting home from church, I called to ask what he thought. He said it looked really good, but “you should probably find someone else to do your welding.” Apparently he thought that since he could never do it that I would never figure it out either. Challenge accepted! That was my motivation to learn to weld.

His activity with corrosion control led to his insistence that all steel be primed and all aluminum be alodined and primed in my Bearhawk. After all, his grandchildren were going to be riding in it and they deserved to be safe! I complied with his order, and I suspect the Bearhawk empty weight is at least 50-100 pounds heavier because of his insistence. On the other hand, being based in the desert, it should never corrode! Started in 1996, as of 2020 it still shows absolutely no signs of corrosion!

Lee consulted on the construction of the Bearhawk from afar, answering many of my questions. At one point when I was designing the fairings for the landing gear shock struts, Lee pulled out his copy of Hoerner's *Fluid-Dynamic Drag* and designed the profile for the fairings. He did get to participate in the construction twice. While visiting for Christmas 1998, he helped with the assembly and riveting of the wing spars. After the spars were assembled, he helped prime over all of the rivets.



The cowl flap on my Bearhawk was an original design, and it was found to be cracked after 62 hours in 2009. I made another and it was cracked 25 hours later. I tried stiffening it, but 49 hours later it was cracked again. Lee happened to be visiting for his granddaughter's High School graduation, and suggested a better design for stiffening the cowl flap, based on his extensive experience with rotor blades and fatigue. I built the third cowl flap to his design, and after 566 hours it has not developed a single crack.

He flew in the Bearhawk at least six times. Two flights were to and from Ramona in 2014, where I took him to a helicopter museum to see an (almost) flyable H-21.



Two flights were to the Chino Planes of Fame museum in 2012. In 2013, I flew him from Arlington TX to Lubbock TX to visit the Silent Wings Museum after it had moved from Terrell TX. On one of those flights, as I was going through a checklist or considering my navigation options, he said to me “I could never remember to do all of that.”

In 2000, at the age of 70, Lee joined me and the **Kommandant** for his first and only trip to **AirVenture**, travelling in Row 2 of the *Fightin' Skywagon*.



(It really was in 2000, not 1987, in spite of what the photo says)

While visiting in October 2001, Lee was our featured speaker at the EAA Chapter 1000 meeting, speaking on “Toward The Unknown: The Real Story”. See your October 2001 and November 2001 editions of *The Leading Edge*.







In the early 60's, Lee bought 63 acres of land west of Weatherford TX. He once considered building runways on the land. If the runway was aligned with the wind, the maximum length possible was 600 feet. A 1500 foot runway could be built, but it would have had an almost direct crosswind. Wisely, this plan was shelved, as both options were much too short for a Bearhawk.

Lee's other passion was building future leaders through Scouting. He was the Scoutmaster of Troop 186 for over 25 years, serving as Committee Chairman for many years after that. During his tenure, over 30 boys reached Eagle Scout in Troop 186.



He also gave back to the community by serving with the Fort Worth Regional Science Fair for many years.

Even though Lee would tell you that his primary passion was aircraft design, he would also tell you that his 20 months in Flight Test at Eddy Air Patch was the most significant part of his career. It seemed that throughout his career, whenever there was a question about how something should be tested, someone would say "Ask Lee—he's done flight test!"

Lee was preceded in death by Alice in 2010, after 56 years of marriage.

So long, Lee, and thanks for all the teaching and guidance.

- Russ Erb

### Project Police In Memoriam – John Bush

**Colonel (Ret.)**

**John Lincoln Bush**, born June 15, 1950 in Ames, Iowa, died February 24, 2020 in Crawford, Colorado. John was the eldest child of United States Air Force **Lieutenant Colonel John Earl Bush** and **Audrey Lorraine Bush** (Folsom) of Ames, Iowa. He graduated from the **United States Air Force Academy** in 1972 with a Bachelor of Science in Aeronautical

Engineering; **Troy State University** in 1979 with a Master of Science in Management; and was a **Distinguished Graduate** of the **USAF Test Pilot School** at Edwards



AFB in 1983. A pilot to his very core, John logged over 14,500 hours of flight time through his work over 27 years in the Air Force, and then with **Northwest Airlines**, the **National Test Pilot School**, **Eclipse Aviation**, and the **Civil Service**. His work as an

airline pilot and USAF fighter/trainer/transport test pilot kept him flying, which he loved. One of his greatest joys was being a flight instructor at the Air Force Test Pilot School at Edwards AFB. He was universally recognized as an excellent instructor, earning the David B. Barnes Outstanding Flight Instructor Award four times. His impact mentoring the next generations of test pilots has been felt over four decades. He was a member of the following organizations as another means to follow his passion to fly: **Quiet Birdmen**, **Airplane Owners and Pilots Association**, **Experimental Aircraft Association**, **Society of Experimental Test Pilots** - Associate Fellow, **United States Parachute Association** and the **Order of Daedalians**.



He was also passionate about the outdoors, enjoying camping, backpacking, fishing, skiing, and exploring the great outdoors wherever the Air Force took him. John was active in the Boy Scouts of America in his youth, achieving Eagle Scout, and was a Scoutmaster when his son was in the Boy Scouts.

He is survived by his wife **Emilie ‘Lili’ Chaudron Bush** (Howard) and his children and their families – **John Blaine Bush** and **Dimity Margaret Podger** of Woonona, New South Wales, Australia and their sons **William Rowan Bush** and **Owen John Bush**; **Rietta Katherine McCain** (Bush) and **Brian Sean McCain** of Eagle, Idaho and their daughters **Rietta Cordelia McCain** and **Dorothy Lilianne McCain** – as well as his sisters, **Megan Ann Million** (Bush) and her husband **Michael Dennis Million** of Crestview, Florida and **Leigh Sinclair** of Denver, Colorado. John was preceded in death by his parents and his brothers, **Jay Folsom Bush** and **Jed Lee Bush**.

John’s family appreciates the loving and compassionate care provided him by Dr. Helen Goldberg and the staff of the Grand Mesa Oncology and Infusion Center and the nurses and staff of Hope West Hospice: Lori, Carol, Cheryle, Richard, Tamara, and Micaela.

Services celebrating John’s life were held at 2:00 p.m. Saturday, February 29th at St. Luke’s Episcopal Church in Delta, Colorado, with the **Reverend Larry Bradford** presiding and the **Reverend Reese Riley** preaching. **There will also be a celebration in Tehachapi, California in the spring of 2020.**



**Bushman with the TPS Class 09B David B. Barnes award for Outstanding Flight Instructor**

In lieu of flowers, the family suggests donations be made in John's memory to:

EAA Aviation Foundation, Inc - General Scholarship Fund  
PO Box 3816  
Oshkosh, WI 54903-3816  
(800) 236-1025

<https://eaa.org/eaa/apps/donations/donationform>

-or-

Hope West Hospice  
3090 North 12th Street #B  
Grand Junction, CO 81506  
(970) 241-2212

<https://www.hopewestco.org/memorial-gifts/>

-or-

St. Luke’s Episcopal Church  
PO Box 724  
Delta, CO 81416  
(970) 874-9489

**- Lili Bush, John B. Bush, and Rietta McCain**

---

### **Opie Named *Project Police* Oshkosh Camping Point of Contact (POC)**

Gary, I would like to once again be deputized as the CH1000 Chapter Camping MFWIC.

As such, I would also like Russ or anyone with a good list to solicit interest in camping in Scholler with us. To use a Chapter site, it must be paid for, in advance for the full week at a flat rate of \$254. We can do some doubling up on sites, so that is per site, not per person.

I know Joe Ford is coming and has his motor home rental again. We plan to have ours too.

Whoever is interested, contact me directly for your requirements (assuming I am appropriately sworn in by the **Kommandant**).

Doug Dodson  
Glasair II-S FT  
Flight Test Engineer, CFI-A/S&MEL/I/Glider, A&P/IA

---

### **Coming Next Month...**

Look for a report on how **Scott “Stormy” Weathers**, recently retired, spectacularly failed his no-notice ***Project Police*** inspection, all while his loving wife looked on and laughed at his amazing lack of progress!

---

### **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**

EAA Chapter 1000 Board of Directors Meetings are now held on an unscheduled, as needed basis. If you need to know when, you're already on the e-mail notification list. (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

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

**May 16: EAA Chapter 1000 Annual Aviation Event**, currently accepting ideas for activities. (661) 609-0942

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

**Jul 21: CNX EAA Chapter 1000 Monthly Meeting**, Cancelled in lieu of AirVenture. (661) 609-0942

Jul 20 - 26: EAA AirVenture 2020. Oshkosh WI.

**Aug TBD: EAA Chapter 1000 Baseball Meeting**, 6:00 p.m., The Hangar, Lancaster CA. (661) 609-0942

**Sep 15: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

**Dec 15: EAA Chapter 1000 Festivus Etc Celebration**, 6:00 p.m., Kommandant's Quarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

**Jan 19: 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: knife.pulsar1@gmail.com

**EAA Chapter 1000 Technical Assistants**

<i>Composite Construction</i>		
<b>George Gennuso</b>	pulsar1@sbcglobal.net	661-265-0333
<b>Brian Martinez</b>	brianmmartinez@aol.com	661-943-5379
<i>Wood Construction</i>		
<b>Bob Waldmiller</b>	bob@waldmiller.com	661-816-7224
<i>Aluminum Sheet Metal Construction</i>		
<b>Bill Irvine</b>	wgirvine@yahoo.com	661-948-9310
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Electrical Systems</i>		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
<b>Gary Aldrich</b>	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](mailto:erbman@pobox.com)

From the **Project Police** legal section: As you probably suspected, contents of The Leading Edge are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1000 or the Experimental Aircraft Association. **Project Police** reports are printed as they are received, with no attempt made to determine if they contain the minimum daily allowance of truth. So there!

**THE LEADING EDGE****MUROC EAA CHAPTER 1000 NEWSLETTER****C/O Russ Erb****3435 Desert Cloud Ave****Rosamond CA 93560-7692****<http://www.eaa1000.av.org>****ADDRESS SERVICE REQUESTED****THIS MONTH'S HIGHLIGHTS:****REGULAR MEETING 17 MAR @ TPS****PACKED HOUSE FOR DICK RUTAN****IN MEMORIAM – PPO LEE ERB****IN MEMORIAM – PPO JOHN BUSH**