

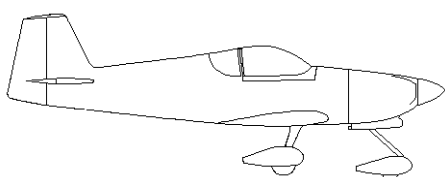
THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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November 1996

This Month's Meeting:



Speaker: Steve Barnard
Barnard Aircraft Components
Tuesday, 19 November 1996
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Back by popular demand this month are Steve and Theresa Barnard of Barnard Aircraft Components (BAC). Steve spoke to us just over a year ago and wowed the masses with his prefab and enhanced parts for the RV series of aircraft. Last time he even showed us places where the RV-6A could be cleaned up for drag reduction as shown by VS Aero modeling software. He also had improved wing tips and a wing root fairing that are claimed to improve the lateral stability and roll control. Who knows what other neat stuff he has come up with in the last year? Why even **Norm Howell**, world renown compost airplane builder, was quoted to have said "If I were going to build an RV type aircraft instead of a Beer-Gut, I would sure use the services of BAC." You can bet that **Charlie Wagner** will be interested!

Of course, you may get to hear the post-mortems on our very busy month, when we successfully pulled off the **Edwards AFB Open House**, another **Young Eagles Flight Rally**, and the **First Annual Fox Field International Formula 1 Air Races and EAA Fly-In**. What a month!

So, you think you avoided getting mixed up in the

Chapter Officer **ELECTIONS** last month? Well, due to a breakdown in communications at the **Project Police** headquarters (somebody spilled coffee on the blotter), there was a question of whether the suckers outstanding list of nominees had been interrogated interviewed to ensure their willingness to run. As such, the

elections were postponed. The president has been assured by the **Project Police** that at least *most* of the nominees have been contacted. Be there to find out if they missed you! Jan Johnson, President of Chapter 1 in Flabob, and other fine members of Chapter 1 were in attendance at the Fox Field Air Races, still trying to find the answer to the question "What are those nuts up there at Edwards up to?" (She even gave me a cool-looking business card for her company, a Poly-Fiber distributor). Come again and take that opportunity to serve your chapter and answer that question for Chapter 1.

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilots School, Edwards AFB
 1700; October 15, 1996

Mike Pelletier, presiding

The Opening:

We schmoozed. We noshed. Not a pretty sight. We need a manners class pronto.

On to Business:

Another of our auspicious beginnings. (We've had a few lately.) Our featured speaker, **Norm Howell**, who was to give the EAA Flight Advisor Program presentation he recently made at the Society of Experimental Test Pilots gathering in Beverly Hills, called in to inform us he would be delayed on serious Air Force business in Anaheim. The airman who relayed the message also said something about hearing Mickey in the background. We'll reschedule and demand an explanation or at least a few Disney Dollars for the treasury.

But not to fear, we're quick and lucky, and standing next to me in the hallway when the Norm news arrived was **Jay Eliot**, chief test pilot for Northrop Grumman's Electronic Sensors and Systems Division. Little did he know when he joked he could do 20 to 30 minutes with us that we would take him up on the offer. More later.

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We were also slated to elect new officers this month. Unfortunately, we just weren't ready for the event. Just like the election for the big guys, there are details to be arranged. (All the spin doctors, handlers, advance guys, and rent-a-bimbos were taken, so what do you expect from amateurs?) We'll try and get this in next month and show the world we're capable of running an election at least a smidge better than your average third world tin pot dictatorship.

Guests:

Frank Leoni, of Air Instruments at Fox Field, was introduced and spoke briefly of his background in aircraft instrument repair. He's worked a number of programs over the years, including the SR-71 and Air Force One to name a couple. Did you know the majority of instruments installed in general aviation aircraft up to 1970 were World War II surplus built to military specification and are of much better quality than just about anything produced today? Maybe the stuff in that box in the back of the hangar is worth something after all? We heard enough to invite him to speak at a future meeting.

Minutes:

Read and approved. At least the nods looked like approval. Hard to say with some of our guys. Maybe we should ask for a more formal affirmation; something like a grunt and nod.

Hangars to Be:

In last month's newsletter I outlined an offer to join a limited liability corporation being formed to put up hangars at Rosamond Skypark. **Jed Erskine** of Chapter 49 is the principal organizer and our own **Ron Applegate** has signed on and is helping promote the offer. Jed and Ron report the option they secured has been extended and there is still time to get on board. Do the math and then call either of them about this for more information.

Fast Flying Award:

Connie Trippensee, our Young Eagles coordinator and stalwart supporter of stuff EAA, took 2nd place in this year's Palms to Pines race. Connie reported that she wasn't aware of her finish place until the awards banquet following the end of the race and was completely surprised. **Gary Trippensee** apparently wasn't as surprised after noting the numerous loose rivets on the Grumman Tiger caused by extreme dynamic pressures. Pushing the throttle a little Connie? Congratulations and we'll expect a first next year.

Edwards and Fox:

We went through the final details for the Edwards Open House and Fox Air Races/EAA Fly-In. Needless to say we survived both and managed to have a pretty good time. Much more later.

In the Big Hangar:

As I mentioned earlier, Northrop Grumman's ESSD Chief Test Pilot, **Jay Eliot**, offered to brief us on his current project, an upgrade to the APG-68 radar used on the F-16. (As it turned out, it was more about the T-39 used in the program, but still very interesting.) Jay is a former Naval Aviator, Patuxent River Navy TPS graduate, and has worked for a small, in-house radar/sensor test group for several years. We were grateful he could spare a few minutes to talk to us.

Jay came to Northrop Grumman as part of that company's acquisition last year of the Westinghouse defense business. This division of Westinghouse has a long history of building high performance military radars and other sensor systems and was considered a marketplace plum for which Northrop Grumman paid a premium. Other programs include the radar for the F-22, B-1B, and 707/767 AWACS to name just a few.

Since this was a spur of the moment program, so was the place. Usually our guests do their presentations in Scobee Auditorium, but because Jay was at Edwards to conduct flight tests, he was able to take us out to the flight line and brief us there. Since he was preparing for a night evaluation mission he was able to start getting his aircraft ready too. We stayed out of the way most of the time.

The APG-68 radar is mounted on the nose of a T-39, the military version of the North American Rockwell Sabreliner. The nose cone is faired into an F-16 radome and the aircraft's right seat has been modified to simulate the relevant F-16 cockpit instruments and controls. The flights Jay is doing are part of a regular program of product improvements and can be very business like. Load, list, reduce, analyze, reload is the routine. This particular radar has been flown 1540 times over the years as part of the company development and support program.

While getting ready, Jay described the other aircraft his group uses. In addition to the T-39 we were in and around, the company flies another T-39, two BAC 111's, a PBM Islander, Cessna 206, and Boeing 737. Jay quipped that Northrop Grumman not only bought a great electronics house but got an air force to rival a number of small countries in the bargain.

The T-39 we saw is unlike other Sabreliners or even T-39's I've seen which can be rather well appointed. The cabin is set up as a test engineer's work station and looks a little like the corner where the nerdy guy is left alone with his toys by everyone else. Just what you'd expect; wire, more wire, racks, equipment, and not much space for humans. Test engineers who actually fly don't come along as fat guys too often and I suspect the fit in an aircraft like this is why. That and the gee-dunk diet of Twinkies and Dr. Peppers.

Jay described the T-39 an ideal test platform for most of the work done by his group. Operating costs are about \$2,000 per hour versus about \$5,000 for an F-16. Other advantages are the ability to stay aloft much longer than

an F-16 and an ability to mount recording equipment on the aircraft instead of using telemetry for air-to-ground relay. The T-39 also is very adaptable to the mission requirements and has a particularly useful ability to take along the radar designer when needed. (Designers are always right and their equipment works perfectly so the test engineers are just giving them some air/face time. Right.) Of course, when the test card calls for high g's or speeds in excess of Mach 1, then you go get the electric jet.

Jay comes out to Edwards about twice a year and we invited him to sit in on our meetings whenever he was in town. We appreciated the time he spent with us and thanked him for filling in on short notice.

End Notes:

I'm not giving up on this. Where is **Tim Phillips**? I'll not write anything snide, smart alecky, or true about the one who reports Tim's whereabouts. Such a deal.

-Chuck Firth

President's Two Cents

Well, it's over--the First Annual Fox Field Formula One National Air Races and Antelope Valley EAA Fly-In. I'd like to start off by expressing a heartfelt **Thank You** to **Chuck Firth** for taking on the awesome task of being Chapter 1000's representative as co-chair of the event. He and **Ozzie Levi** from Chapter 49 did a truly outstanding job of handling the myriad of details an event like this entails. In addition, several chapter members deserve recognition for their efforts in the months preceding the event. At the risk of leaving someone off the list, I was personally aware of planning efforts put forth by **Russ Erb, Ron Applegate, Jack Roth, Gary and Connie Trippensee, Norm Howell, and Bill Grahn**. Of course, I'd like to thank **Jon and Trisha Sharp** for essentially making the event a possibility by bringing the Formula One racers to Lancaster. Congratulations to Jon on winning the Gold Class race. Finally, I'd like to thank all of you other chapter members who came out and donated your time during the event to park airplanes, work the membership booth, fly Young Eagles, register the fly-in pilots, sell food, etc.

The thing that makes this event so significant is the magnitude of it--in case you don't realize it, we have turned a corner in the chapter. We have shown that we have the talent, resourcefulness, and ability to put on a major event such as a fly-in that's open to the general public. I know we took home a lot of lessons learned about things we could have done better or more efficiently. Despite some glitches, we showed we have what it takes to be a chapter that can take on a daunting challenge and see it through. Assuming we made some money on the event, the board of directors and I will be sitting down to discuss how to best use that money to benefit the chapter. Stay tuned for more info.

Shifting gears, once again I'm asking for maximum participation at this month's meeting. Due to a hiccup last month, we didn't hold elections. I'd like as many of you as possible to come out and cast your ballot, otherwise you have no beef with how the chapter is run. New officers will take over in January. *Keep the Spirit!*

- Mike Pelletier

Edwards Open House:

October 19 was one windy day in this valley. Unfortunately, the annual event at the base was scheduled the same day. The day began with the wind blowing straight down runway 22 at about 20 knots. No problem. By 1530 it had swung around to 315, increasing in velocity to around 30 gusting to 36. Big problem. Needless to say the recommendation for anyone who flew in was a layover. A few braved the situation and made taxiway departures. When the taxiway is 6000 feet long you can do that.

An estimated 175,000 people braved the weather and showed up. The morning program got started with General Yeager making some noise in a T-38, followed by flight demonstrations of F-117, A-10, C-17, B-1, and B-2 aircraft. A Canadian flight team called the Northern Lights also performed in the morning and put on quite a demonstration. Definitely worth seeing if you get a chance. The afternoon was blown out as the surfers say. Not much flying except souvenirs, vendor cash drawers, and all the government-owned dust you could eat.

We were set up as usual in building 1600. A fine location considering the wind. **Howard Judd** and **Vince Sei** had the assignment to arrange the general aviation display and did a fine job. Not as many aircraft as in past years by request of the Air Force, but a good representation of what's out there. The best we could do for examples of the Glasair II and Cozy were the Oshkosh Grand Champions of 1996 and 1995. Guess that will have to do. Knowing the likely draw of all those Long EZ's and T-18's, the Air Force also put a B-2 and U-2 on display. I think we should sign pictures of ourselves next year like the big boys down by the -2's.

Assisting at the booth were **Mike Pelletier, Ron Applegate, Russ Erb, Norm Howell, Gretchen Lund, Bill Grahn, and Ozzie Levi**. We gave out lots of EAA information, answered questions from a few thousand passersby, and probably recruited a lot of new members. (I even gave away Mike's most recent copy of Sport Aviation and he won't forget that soon.) As usual, the people who end up joining EAA will wind up in other chapters since most are from outside the area. Maybe we should get a finder's fee.

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At any rate, it was a good day to get EAA in front of the public. And if you have not been out to Edwards in a few years, plan on a trip next year. It's the 50th for the Air Force and for supersonic flight. It will be big, really big. So big that it will take two days to do it all!

-Chuck Firth

National Air Races and EAA Fly-In:

Well, we did it. Chapters 1000 and 49 managed to pull off a reasonably successful fly-in in conjunction with the IF1 races at Fox Field. The races were fast and exciting and we got a good sized group of aircraft for the fly-in. Among the fly-in aircraft were four Oshkosh grand champions. There were also lots of other things to see and do, including daily aerobatic demonstrations from powered aircraft, a glider, a gyroplane, and several large scale model aircraft. Also on Saturday the Long EZ Dash got in a heat with an expanded field of anything glass and numbering more than three constituting a class. But that's a story for another time.

On the ground, the Camarillo Connie was on display and also Bill Turner's DeHavilland DH-88 Comet. Both are in great condition and drew throngs. Classic cars and a bunch called the Rusty Relics who displayed an interesting bunch of old farm engines and tractors were tucked in close to the IF1 pit area. In Shuling Barnes' hangar we set up a display of projects, although somehow it was all metal or tube/rag. With all the composite stuff being built by 1000 we should have had at least one there. Also, our information/souvenir booth started out at the base of the tower but switched to in front of the terminal on Saturday. Better foot traffic and a place to display representative chapter aircraft were what prompted the move. And naturally, vendors of stuff everywhere. Something for everyone. Somewhere in the neighborhood of 20,000 attended over the three days.

Of course, we had a few scares and a few problems along the way. The first big winter rainstorm of the year arrived two days before the event. All of us were watching the Weather Channel closely for a few days anticipating clearing skies but wondering what to do if they didn't. The Santa Ana's had been blowing too and were a concern. However, the rain actually worked to our advantage, keeping the dust down. We also had some difficulty coordinating the times for closing and opening the field. This was a sore point for some of the fly-in aircraft and we will definitely do this better next year. We also had to assert some authority with the local CAP cadets who helped with parking, but what the hey, we can take on 14 years olds any day and sort of get things to go our way. Last, getting out the vote for the fly-in aircraft judging took some effort, but eventually got done. All of us who worked on the fly-in have suggestions for next year we'll try to incorporate.

We did pretty well at all our planned activities as well. The food concession sold out each day at just about closing and our picture buttons turned out to be a good draw for the

information/souvenir booth. **Russ Erb's** Pedal Pitts was quite an attraction for kids and is now immortalized on a couple hundred kids' buttons. We might have to pay a royalty in the future to use it. (*Hey, I like that idea! But the IRS would probably find out -- ed*) Finally, the banquet was fun if just a little disorganized. The tables were arranged as haphazardly as I've ever seen and there was also problem with lighting on one end of the hangar. An air racing pylon, cleverly disguised as a light pole, was dragged in from its GPS located position to help out in the hangar. Add to that no heat and it could have gone south fast. But the food was good, the drinks cold, and everyone was up after a good day at the races. Heat turned out to be no problem with that many pilots swapping lies. And picture in the middle of this, the partially restored Mystery Ship once flown by Pancho Barnes. I'm not sure how Pancho would have taken all the goings on; possibly not enough drinking and definitely too few off color jokes, but lots of stories about flying might have pleased her.

I'll have more next month on the race results, who won for best fly-in aircraft, and whether or not we made any money on this venture. We will also recognize the many chapter members who helped make the event a success.

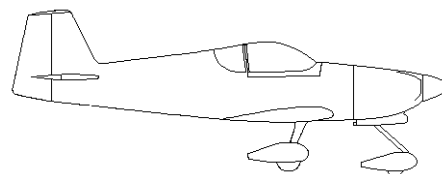
-Chuck Firth



Young Eagles Update

Young Eagles young and old flew Saturday 26 Oct. We had 21 children, 4 pilots, 6 ground crew, and myself. Lots of people were there. **Jon** and **Trisha Sharp** with **Nemesis**, **Dr. Doug Collins** with his Solo book and the News Media. Pilots: **George Heddy**, **Gary Aldrich**, **Herb Carlson**, and **Gary Trippensee**. Ground: **Victoria Rosales**, **Lane Carlson**, **Mark Collard**, **Russ Erb**, **George Hanson**, **Chuck Firth**, and myself. Earlier in the month **Doug Triplat** flew 2, and **Tony Ginn** flew 4. That gave us a total of **500!** THANKS ALL. See you next month 16 November, 8:30 at Fox Field.

Happy Flying.....**Concha Trippensee**



More on Alodining...

Three Comments to Add to **Charles Wagner's**
"Alodining"

1. Be sure to check with the local POWT (Public Owned Water Treatment) (sewage treatment) facility about the disposal of used alodine. Those persons living on U.S. government land (even civilians) are probably under the same EPA rules as civilian manufacturing companies. Civilian household waste falls under local and state laws. As an example where I work, one drop (that's all, one drop) of acetone in the waste water will be a violation of EPA regulations. At my house I could legally, but don't wish to, pour a gallon down the drain.

2. Alodine can be brushed onto the metal with a standard bristle or sponge paint brush. It will have to be rinsed.

3. I know people enjoy doing everything themselves, but let's be realistic. There are places that the homebuilt enthusiast can have alodining done relatively cheap in comparison to doing it at home.

More will be written in December or January (after the Flight Test Engineers Symposium) on corrosion control for aluminum aircraft structures.

Lee H. Erb

EAA Chap 1000 Det 5, Arlington TX

Thanks for writing, Lee. We discussed alodine disposal at the meeting, but it didn't make it into the newsletter. You are correct that this is a very important part of the process. I hate to think what the government would do to those of us living on base if they knew half of what we homebuilders were up to, which in the interest of the Fifth Amendment, I won't list here. For the benefit of all readers, this was the approved solution for disposal until somebody comes up with something better:

1. Let all of the liquid evaporate. This may take a few months. Feel free to use this time to prepare elephant stew.

2. Mix the remaining powder into a batch of cement. This is a good time to shore up those fence posts. Alternatively, cut the top off of a milk jug or other suitable container, pour in the concrete. Before it sets, knot both ends of a suitable nylon rope (1/2" in diameter or larger, about 1 foot long) and submerge the ends into the concrete to make a nice handle. Now you have some weights for clamping or holding those composite skins in place. Less messy than jugs filled with water.

We're looking forward to your promised article on corrosion control. This is an important subject that doesn't get discussed much -- ed

Still More on Alodining...

Just a note to compliment the newsletter team. I really liked **Charlie Wagner's** alodine article. I wish I could have

seen his demo. Even a plastic airplane like my Glasair has lots of metal parts. I alodine them but my procedure will change slightly thanks to the information in that article.

Project update: I mated the wing and fuselage on my Glasair II-S FT on Saturday, 19 Oct 96. That happened to be precisely the 5th anniversary of the kit delivery to my front door. The wing will remain attached for a time but will come off again to simplify other construction tasks. Nevertheless, it is an exciting milestone to see all the big pieces put together for the first time. I am in the market for a Lycoming IO-360 if anyone has a line on a good one.

- **Opie**

aka **Doug Dodson**

EAA Chapter 1000 Det 4, Wright-Patterson AFB, OH

(Doug was our chapter president until he recently moved to Ohio at the request of the government. You may be asking yourself "What's all this 'Det' stuff?" Well, since "yourself" probably didn't know if you had to ask, I'll tell you. It all started with Scotty Horowitz declaring himself Det 1. We have detachments all over the country and world, but they don't get numbered until someone writes for the newsletter. If you're keeping track, the current list is: Det 1, Houston TX (Scott Horowitz and Pam Melroy) Det 2, USAF Academy CO (formerly Russ Erb and Bruce Wright, now closed down) Det 3, Vancouver WA (Vern Blomquist, formerly located in Australia) Det 4, Wright-Patterson AFB OH (Doug Dodson) Det 5, Arlington TX (Lee Erb) -- ed)

Major Breakthrough in Use of Patterns!

Many of the parts on our aircraft are defined not by dimensions but by full size patterns. This generally includes any shape that does not consist solely of rectangles and triangles. I have found that using a graph paper overlay and CADD software, I can redraw these pieces, print them out at full scale, and thus have an expendable pattern without cutting up my plans.

The problem always seemed to be how to attach the pattern to the work piece. Various methods using tape have been used with varying degrees of success. I tried Rubber Cement to glue my patterns to my wing rib forming block, which worked reasonably well, except that the pattern was not easily removable. In fact, half of it is permanently attached. While this is fine for tooling, it would never do for actual parts.

Sticky pads (Post-it™ Notes) had always intrigued me, and it seemed it would be nice to be able to apply the adhesive to a pattern and stick it to the part long enough to cut out the part, then peel off the pattern. While at Staples doing some undercover research for **Project Police** publications, I came across the **Avery** (not the tool company) **Removable Glue Stic**. It's just like a glue stick, only not quite as sticky. It's like the stuff on sticky pads. I tried it, and it seems to hold paper to aluminum and wood acceptably. I haven't tried it on any other materials. It works

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great, and, best of all, it's **cheap!** If you happen to get a little too much on the paper and some of the adhesive transfers to the aluminum, it will wash off with water.

- Russ Erb

A Shameless Plug...

I had the privilege of meeting EAA Chapter 1000 member **Charleen Barrett** at the recent EAA Chapter 1000 Fly-In and Military Airshow (aka Edwards Open House). Charleen is another one of our detached members, ably representing us in Long Beach CA. (She said that she joined Chapter 1000 "because the guys were so cute.") She is also the Newsletter Editor for Chapter 7, and says that she frequently plagiarizes from *The Leading Edge* to make that job a little easier and more entertaining. (*Thanks for the vote of confidence -- ed*)

However, there is another reason that you should know Charleen. She is the sales manager at **Aircraft Spruce & Specialty Co.** So next time you call them up to make an order, ask for Charleen and then identify yourself as a fellow Chapter 1000 member. That way you know you'll be getting **top-notch service**. Also, if you don't see it in the catalog, ask her if she can get it for you. It may be that you want a low demand item or something they ran out of room to print.

- Russ Erb

(Charleen--I've about worn through my knee pads--am I forgiven now?)

Yet Another Shameless Plug...

And the award for best office supply store goes to...(drum roll please)...Staples! Specifically the Staples in Valley Central (also known as the Costco Center). You may have known that Staples was a sponsor of the big Fox Field Air Races and EAA Fly-In. But did you know that they printed 500 flyers for us to pass out at the EAA membership booth at **no charge!**? Yes, that's right, a \$27.06 value! Even the **Project Police** take notice of that kind of service, and even then without the high fructose snacks! They also print this newsletter, although we do pay for that. Check them out for all of your printing, business, and home office needs. They've got lots of neat stuff! **George Gennuso** tells me that they've even got some funky material that you can use an ink-jet printer to make iron-ons. I'll check this out, and if it's true, we may soon have iron-on decals of the world-famous **EAA Chapter 1000 Patch** available for making your own chapter T-shirts.

- Russ Erb

Where's Waldo? Rumor has it he'll be back in the Antelope Valley for good come January!

Chapter 1000 Calendar

Nov. 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Nov. 16: EAA Chapter 1000/49 Young Eagles Flight Rally, 8:30 a.m., Fox Field, Lancaster, CA. (805)256-4619

Dec. 7-8: Christmas Fly-In, Sun 'n Fun, Lakeland, FL. (941)676-0659

Dec. 10: EAA Chapter 1000 Board of Directors Meeting. 5:00 p.m., Edwards AFB. Test Pilots School, Student Conference Room (805)258-8134

Dec 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Dec TBD: EAA Chapter 1000/49 Old Buzzards Flight Rally, 8:00 a.m., Fox Field, Lancaster, CA. (805)256-4619

Jan. 11: So. California Airline and Aviation Expo, Atrium Hotel, Irvine, CA. (310)434-6701

Jan. 11-12: Pomona Valley Air Fair, Cable Airport, Upland, CA. (909)982-7173

Jan. 14: EAA Chapter 1000 Board of Directors Meeting. 5:00 p.m., Edwards AFB. Test Pilots School, Student Conference Room (805)258-8134

Jan. 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Feb 22-23, 1997: EAA Chapter 1 Open House, Flabob Airport, Riverside, CA. Get your **Project Police** nametags from **Norm Howell!**

(Entries for the calendar can be called in to Chuck Firth (805)273-6109, or sent by e-mail to CompuServe account 103502,1743 or Internet address 103502.1743@COMPUSERVE.COM.)

Remember, dues are due in January! Only \$15! What a deal! You could even pay early!

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Sonera IIL project. Fuselage and wings 95% complete. Modified for A65 engine. Engine torn down for overhaul but complete with a great many spare engine parts. Includes instruments. Hydraulic brakes. All excellent work. Lost medical and must sell. Asking only \$7500 for all. Call Vern Saxon. 805-258-4505

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sand riveting on rudder); wheel with brakes & seals, New tires; all alm. to finish project.

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Inputs for the newsletter or any comments can be sent to Russ Erb, 805-258-6335, by e-mail to CompuServe account 70033,3046, or 70033.3046@compuserve.com as an Internet e-mail address. -- ed

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MUROC EAA CHAPTER 1000 NEWSLETTER

C/O Russ Erb

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THIS MONTH'S HIGHLIGHTS:

REGULAR MEETING 19 NOV AT TPS

INITIAL REPORTS ON EDWARDS AND FOX AIR RACES

MORE ON ALODINING

