



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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February 1997

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:



Speaker: Norm Howell and Gary Aldrich
Tuesday, 18 February 1997
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

This month, World Famous Test Pilot **Norm Howell** and his plucky sidekick **Gary Aldrich** (otherwise known to us as our Chapter Flight Advisors) will present a briefing on the Flight Advisor program and why you—the builder—should participate in it. Norm will draw heavily from his vast experience in aeronautica and Gary will...well...flip slides. If you're dying to answer that age old question; "Who the hell are you, and why should I let you tell me how to test my airplane?"—Come on out for the meeting!

P.S. This presentation was previously scheduled, but Norm allowed his work schedule to interfere with his real priorities. (*I hate it when that happens...ed*)

Rumor has it that next month will feature a presentation on avionics by High Desert Avionics (WJF).



Operation Rubidoux Sundown V

Plan now to participate in the biggest **Project Police** operation of 1997, **Operation Rubidoux Sundown V** on 22

Feb. Notify **Russ Erb** if you are planning to go (805-258-6335, 70033.3046@compuserve.com). Specify if you are flying/driving/need a ride, do you have room for passengers, will you participate in the Young Eagles Rally at Fox, and will you stay for the dinner or come back that afternoon. We'll get you matched up. **Bob Schwartzwaldmiller** will again serve as the Supreme Allied Commander for the **Project Police Aerial Assault Force**, and **Erbman** will lead the **Project Police Tactical Assault Force** on the ground as required. Appropriate placards will be available for your vehicle at the meeting.

Preparations are proceeding according to plan. It is apparent that a ~~major security leak has been found~~ our disinformation campaign is right on track. **Project Police** operatives found the following statement by dictator of EAA Fiefdom 1, **Jan Johnson**, in the February Chapter 1 newsletter: "You will want to be at the February 9 meeting for special instructions from Chapter One's CIA regarding some subversive activities being planned by another chapter. All I'll say is (1000 and EAFB project police invasion)." (sic)

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilots School, Edwards AFB
 1700; January 21, 1997

Mike Pelletier, presiding

Bring on the New Year:

At our last pre-meeting gathering, one of the regulars suggested that we make George Gennuso our official Shmoozemeister. Since our regulars have a slightly better reputation than the regulars at Snooky's, we decided to give it due consideration. (Musical interlude for consideration.) George has volunteered over the past year to round up the drinks and snacks for the social half hour we enjoy each month, and given the puffy-cheeked food faces I've seen happily consuming the stuff, I am happy to announce that he is unofficially named Shmoozemeister for another year. And to show our appreciation we'll mention him at next year's recognition banquet. Of course, to carry on he may want something more as an inducement, so the next time you see him offer your thanks and tell him you'll be over Saturday to help him sand the Pulsar.

Minutes:

Send your request along with \$10.95 and a self addressed, stamped envelope and we'll rush you a copy of last month's minutes. We liked them so much we approved them.

Guests:

Nils Eyton, a retired Swedish Air Force flight engineer and a builder of a Lancair 235, joined us for last month's meeting. Nils is an international snowbird who has promised to join us in the winter months each year

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while in the U.S. I think we may also have convinced him to join the chapter and become an official detachment in the more clement months in Sweden by writing something for the newsletter on occasion. We may also have a budding association between our chapter and Nils' home chapter in Sweden. That could be interesting since they coordinate much of the experimental builder activity with that country's equivalent of the FAA. And one final note: Nils got the active duty guys to sit up when he told them he had been able to remain on flight status with the Swedish Air Force until age 60.

Quentin Foyloy also joined us for last month's meeting. Quentin is a recent transfer to EAFB from McClellan and Chapter 52. He's a past builder of a Dragonfly and currently has a Cozy in work. Having a composite project going certainly recommends him to us, so we'll look forward to seeing him again at future meetings. Of course, he showed up at the one meeting of the year when the composite guys that dominate this group allow a demonstration of something that doesn't involve molding smelly goo into airplane parts.

Last but certainly not least, we were joined by **Violetta Bailets**. Violetta is the wife of Roy Bailets of Bailets Composites. Roy and Violetta met when Roy was on a trip to Lithuania doing work at one of the premier glider production facilities in the world where Violetta was a translator. Somehow the romance bloomed amidst the talk of curing techniques, ply set ups, and bonding agents. See, there is hope for you project widows. I'd include project widowers, but the guys don't seem to have a problem with that set up.

Dues Youse:

Now the real fun begins. Your grace period is up. We have a special committee set up to devise clever ways to extract those dues. Several of the committee members were overhead practicing their rendition of "Ve hav vays oof maaking gu pay, vun vay or a nuther," sung to the music of our chapter song. Haven't heard the chapter song? Probably because we didn't send it to you the last time you tried to stiff us. Don't make that mistake again. Oh, and don't try the all pennies routine either.

Announcements:

The annual assault on Flabob, also known as Operation **Rubidoux Sundown V**, is shaping up to be a mission quite in keeping with the upcoming fiftieth of the U.S. Air Force. We've read up on the tactics of Curtis Lemay, who for those of you who may not know the name, was a guy with a reputation for being able to "bring it" in a big way. Their defenses are useless against our terrible onslaught. We have stealth (lots of plastic airplanes) and a really big Ford van on our side. They have a chapter lawn mower and more hangars that don't meet zoning standards than any other chapter in the country. We'll be launching early February 22 and staying to take pictures of the smoking ruins of the B-B-Q that evening. Join us for the glorious assault on one of our favorite targets. See **Russ Erb** for mission tasking

and armament consignments. We're also working on special assault team gear, so get your order in early.

Brian Martinez reports that the group making plans for a West Coast fly-in of the Oshkosh/Sun-N-Fun class is making good progress. They're looking at several recently closed Air Force facilities as possible sites. (We have plenty of them in California as a result of base closings. You put your own political spin on the subject. We're non-partisan.) Castle AFB, ret., is the preferred site, primarily because of the location, availability of facilities, and a nearby community that would welcome the event. We've also been asked as a chapter to chip in \$20 to help defray organizing expenses. That we agreed to. Another way to contribute is by coming up with a name for the event. See Brian or me with your put on this request. How about: "The Great Left Coast, Right Place Fly-In"?

Norm Howell, our treasurer, announced that he must give up his position as a chapter officer to concentrate on his job at TPS. Since we want him to keep his job, we reluctantly agreed. Norm deserves much thanks for his numerous contributions to the chapter since it was founded. He will stay on as a member and as one of our Flight Advisors, and I suspect we may get him to give a program now and then. All this means you too can now be part of an elite group. We need a new treasurer and the qualifications are simple: balance a checkbook (with real money involved), keep the chapter database in order, and generally save our backsides when we need a place to hold a big event. See **Mike Pelletier** if you're interested. If not, don't show any talent for using five or more fingers for counting anytime soon.

Our spring fly-in is scheduled for May 17. This is the famous Scotty Horowitz Going Away, Return to Earth, and When Are You Gonna Get Launched Pam Melroy Breakfast and Lunch Fly-In sponsored by the same crew that does everything else EAA in the valley. What's not set yet is the venue. We may do it at Rosamond or Fox, and we'll let you know soon.

Project Review:

George Gennuso is profiling the wings on the Pulsar. Where are all his friends now that he's doing something really fun? If you like snow, you'll love this. It *looks* like snow all over his garage...and without all that pesky cold.

Howard Judd and **Dave VanHoy** are working on the wings and empennage of their recently acquired G-202. (See last month's newsletter for more.)

Charlie Wagner has the RV-6A fuselage out of the assembly jig. Charlie was in the Northwest over the holidays and stopped at Van's for some finishing materials.

Tony Ginn and **Dave McAllister** have the horizontal stabilizer in work for their RV-6.

Dave Burdette has completed the instrument panel and the upholstery for his Harmon Rocket II. He's also had a new canopy blown to replace one that was damaged.

Brian Martinez is working some engine performance problems for the Q-200. Seems his oil and cylinder head temps are not what they should be. He asked for ideas and some help and we ended up in a general discussion of what

he might do. "Seen something like that on my airplane." "Have you tried this?" "Use these gauges, try this technique, check that instrument." Brian got the ideas and the help he needed. It wasn't dramatic, but it's what EAA is all about.

It wouldn't be a project review if there weren't a few who slid low in their seats to avoid any notice of the lack of progress on their projects. I could be cruel and point you out, but that's the job of the **Project Police**. They're much better at the ingenious tortures that motivate the slacker, not to mention the way they destroy front yard sprinkler systems when they visit. You'd best get back to work. By the way, the board of directors has voted to make the Round-to-It Award a perpetual one. Want your name on it?

The Big Banquet:

Our annual recognition banquet was held January 25 at the Antelope Valley Inn. Good work on the part of the unofficial Chapter 49 and 1000 organizing committee made the event a sell out. (Why organize officially when panic gets such good last minute results?) Good food and an interesting program made the evening well worth the effort to get out.

This year's theme was a salute to past chapter presidents. Chapter 49 supplied past presidents going back to their founding in the 50's. (Did **Ozzie Levi**, the current head guy over at 49, say whether that was the 1850's or the 1950's?) Given our relatively recent founding, Chapter 1000 was not really part of the theme. **Bob Waldmiller**, our second president was in house, but everyone else is serving Uncle Sam in some god-forsaken corner, so we were short handed. Oh well, someday those of us at Chapter 1000 will have as many Orville and Wilbur stories as the 49'ers. Ok, kidding aside, there were a lot of familiar faces in the line up for Chapter 49 and they have a proud history as one of the original EAA chapters.

Recognition was plentiful, as were the door prizes, and some of the more notable were for first flights. **Bob Hoey**, **Jack Huffman**, and **Dave L'Heureux** were recognized for their work on the Palmdale Learning Plaza Kitfox IV which flew January 17. **Bob Knight** was another first flight award recipient for his BD-4 which got airborne June 1. Other recognition went to those receiving new ratings, making especially noteworthy flights, and signing on as officers, board members, or technical counselors/flight advisors for the two chapters. Finally, **Paul and Victoria Rosales** were recognized with what is called the Spark Plug Award for their contribution to the chapters throughout the year.

The featured speaker of the evening was **Flora Belle Reece**. Flora Belle is one of those aviation pioneers that live so quietly among us in the Antelope Valley. She has an interesting story to tell, one that stretches far beyond the early days of World War II when pilots were in short supply and women were pressed into service for every conceivable duty. As a member of the Women's Airforce Service Pilots (WASP's), she was one of about 1700 to be selected as a candidate (out of 25,000 applicants), and one of the slightly more than 1000 to win wings. Later, she went on to qualify in T-6's, P-38's, and B-26's, and fly ferry, target practice,

and cargo missions. Interestingly, she was also one of those spirited volunteers during the war who was a little too young to sign up, a problem fixed by a fib or two about her age. It wasn't until many years after the war that Flora Belle and her colleagues were recognized as veterans and honored for their service. Flora Belle remains an active pilot and member of the local chapter of the 99's. (*One other interesting tidbit I remember her saying: Hap Arnold wanted to shorten the pilot training program for the Army Air Force by having the students go directly from primary (PT-17) to advanced (AT-6), skipping basic (BT-13). He came to Flora Belle's class and announced that this was what they would do. If they were able to successfully pull it off, which they did, he would have no trouble convincing the men student pilots that they could since "all those women were able to do it!" -- ed*)

Program:

Russ Erb, our newsletter editor and a plans-based builder of a Bearhawk project, was our featured speaker. If you know Russ, you know he's got a few ideas about how to build airplanes. As a flight test engineer for the Air Force, he also has a lot more credibility than the average home builder who knows more than the designer, so we were fortunate to get a data dump on his effort.

The Bearhawk is an aluminum wing, tube-framed four place high wing with the look of a Cessna 170. Russ took on the wing ribs first and his presentation was based on the tools and techniques he's developed to do the part fabrication. He had the plans in hand last year while an instructor at the Air Force Academy, but didn't have the time or place to really get started. A lot of thinking, a not inconsiderable pent-up desire to get going, and Russ's knack for manufacturing engineering problem solving, and you get a pretty good home factory that could probably turn out a couple thousand identical articles after the first.

Russ gave us a pretty good run down on getting ready to build parts. Tips on how to buy materials, transfer designs to them, cut various thicknesses, and mark the cut shapes for later identification and set up were helpful. Did you know that UPS will ship material lengths up to eight feet? Did you know the common stock length is twelve feet? How about using a "removable" glue stick to fix a paper template made from a CAD printout? Why not use a pencil or a metal scribe to mark out a design? (Answer: the pencil will cause corrosion and the scribe creates a stress concentration that could lead to failure later.) This gives you an idea of the preparation Russ has done.

As part of the presentation, Russ actually made a wing rib. Using a master form block for consistent positioning and shape, he checked a roughed piece for its intended position in the wing structure and facing based on his marking scheme. The piece was mounted in the block and we saw how it would be shaped using a router with a laminate bit mounted. Russ noted he prefers a hardwood for the block because it's easier to cut to a true shape than softwood, and doesn't deform in ways that could cause the bit to travel improperly. Once the piece is shaped, the edges

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should be smoothed using a Scotch Brite pad to remove surface irregularity that could lead to cracks later.

The next step was to use a two piece shaping block to sandwich the formed part to permit flange fabrication. A flange gives the rib strength without added weight. Again the markings were checked and the part loaded in the proper orientation. Using a dead blow hammer, Russ gradually bent the material edges to form the flanges. The dead blow hammer imparts true force with minimum bounce, so it's the preferred tool. When removed, the part is sprung slightly away from the flange direction. This is a stress condition that can be relieved by using a fluting tool. Russ uses a Avery vise grip with the flute on the holding surface because of the good mechanical compression a vise grip gives. If a surface is over fluted, a corresponding seamer can lessen or remove a flute to bring the part into proper alignment.

As a last step, Russ fabricated lightening holes for weight reduction. A large hole can be cut using several tools, but a fly cutter will do the job best. However, caution is strongly recommended in using one. Never try to set up a fly cut with a hand drill; only use one with a properly adjusted drill press. As one guy quipped, it's also not a bad idea to turn on the drill press and run as well. Once the hole was cut and smoothed with a Scotch Brite wheel, Russ again flanged the edge of the hole. This time he used a rounded wood block cut out from the master shaping block. This was done by using bench vise as an arbor press to push the block into the hole.

Russ has quite a process worked out and he even impressed the composite builders who, for the most part, swallowed hard and stayed to watch all this metal bending heresy. (Not all mind you, but most.) He's got an interesting project going and I suspect we'll get several good programs from him as he progresses. (*Gawsh, and I didn't even have to punch that up to make it sound good -- ed*)

End Notes:

Ok, after a year I give up. **Tim Phillips**, if you're out there, your 1995 service certificate is going into the archive. Claim it when you get back to planet earth.

-Chuck Firth

President's Two Cents

Guess what? Someone at EAA HQ is listening to us! In this month's newsletter you'll find a letter I received from **Bob Mackey**, the Executive Director of EAA chapters. It seems he appreciated my attempt to lay down some 1997 chapter goals in last month's newsletter. I read his letter with a sense of pride--it gives me confidence we are on the right track as a chapter and it's nice knowing we have the support of the national organization if we ask for help. Of course, being the Quality Air Force-associated organization we are we need to practice continuous process improvement and strive for additional improvement. (I can hear all the Air Force types groaning and see them rolling their eyes right now--I just had to put in a plug for QAF). My point is that it appears we are doing a good job upholding the

principles on which the EAA was founded and the chapter concept was formed--let's keep it up.

Now that I've kissed up to you allow me to chide you a tad. Frankly, I was disappointed at the turnout from our chapter at this year's annual recognition banquet. By far the majority of the members present were from Chapter 49. Although it was great to see those folks, it would have been nice to see some more of you there. I'm interested in knowing the reasons why people from Chapter 1000 didn't attend this year--was it the price, or the guest speaker, or do you just not like the folks in the chapter well enough to want to spend a few hours getting to know them over dinner? Please drop me a line (anonymously if you like) and let me know what it would take to get you out next year. Feel free to E-mail me at pelletie%bftf.edw@mhs.elan.af.mil or pass me a note at the meeting. The true believers among us who did attend (you know who you are) enjoyed a terrific meal, great dinner conversation (the MCs were hilarious, if I do say so myself), and an interesting guest speaker, who talked about her experiences as a WASP in WWII. Since I thought aviation-types were always interested in fine food, fabulous aviation-related door prizes, and frenzied conversations about airplanes, I can't figure out why you wouldn't want to attend an event that had all three?! Let's shoot for a better turnout at the annual spring breakfast/BBQ/fly-in this May.

That's all for now. See you at the next meeting. *Keep the Spirit!*

- Mike Pelletier

A Letter From EAA/HQ

January 27, 1997

Mike Pelletier, President
EAA Chapter 1000
6841 Lindbergh Ave.
Edwards, CA 93523



Dear Mike:

Hey, what's goin' on in Southern California? Back here in cheesehead-land we are enjoying our flying weather and celebrating our Green Bay Packer Super Bowl victory!

I just received the January issue of "THE LEADING EDGE" and read with interest your "resolutions" for 1997 (for the Chapter that is). I agree with you, don't make resolutions unless there is a chance of them happening. For years I have always resolved myself to losing weight and getting in shape. Well, I have gotten into shape (rounder), but forget the losing weight. Regardless, having some goals for the Chapter makes sense and should help your Chapter grow.

I like your goals! Getting your Board of Directors involved, letting them run the business end of the Chapter, is a good idea. Program activities, membership growth, having more fun these could almost be rolled into one goal. They just require the right mix, a little too much of one or the other could create a problem. I would suggest one more

goal, flying Young Eagles. I know your Chapter will be doing this, yet why not make it a goal?

Mike, EAA Chapter 1000 is a fine bunch of people! EAA is lucky to have such great members. Your goals are admirable and I am glad to see you are setting them and getting the Chapter to buy-in. Please let me know how things are going and if I can lend a hand. If you get a chance, I would really like to get a couple of articles and some pictures so that I can put them into *SPORT AVIATION*. Thanks for all of your support! KEEP THE SPIRIT!

Sincerely,
EXPERIMENTAL AIRCRAFT ASSOCIATION



Bob Mackey
Executive Director
EAA Chapters

RPM/das



Young Eagles Update

January's Young Eagles rally was held January 25 at Fox Field, Lancaster CA.

Unfortunately, we had to cancel due to weather. We turned away about 10 young men and women who showed up in spite-of the rain and heavy clouds. However, at about 10am the weather cleared enough for Herb Carlson to fly 6 children who were fortunate enough to be in the terminal as he taxied up. Thanks!!!

George Heddy III of Chapter 49 has stepped up to the challenge of following Concha Trippensee as the Chapter 49/1000 Young Eagle Coordinator. He can be reached at 948-4431. He will be ably assisted by Dave McAllister, who can be reached at 256-4829.

Our next flight rally will be on 22 Feb 97 at 0900 at Fox Field, which the **Project Police** have already noted is D-Day for Operation **Rubidoux Sundown V**. You'll still have time to fly some Young Eagles and still police the gathered masses at Flabob before dinnertime.

Abrasive Pads

There is a CID (Commercial Item Description) 5 April 1996 which supersedes MIL-A-9962A which covers non-woven, non-metallic (nylon) abrasive mats such as Scotchbrite pads. It is important to know if the pads you are using to build your airplane meet one of these specs so that you do not initiate corrosion on aluminum by using the wrong pad (like steel wool).

The pads are not pure nylon but have a thermosetting adhesive holding an abrasive material.

Designations - by Type, Class, and Grade.

Type

Type I - Aluminum oxide (minimum of 94% AlO_3 and a hardness of 9.4 Moh's) **Color Code is Maroon.**

Type II - Natural silicon dioxide (SiO_2) (hardness of 6.8 to 7.0 Moh's). **Color Code is Tan.**

Type III - Silicon Carbide (minimum of 97% SiC and a hardness of 9.6 Moh's) **Color Code is gray.**

Aluminum oxide, silicon dioxide, and silicon carbide are classed as ceramics. Although one aerospace manufacturer specifies aluminum oxide pads for cleaning before chemical film treatment, I have it on good authority that all three ceramics are okay for aluminum.

At present I do not know what the abrasive material is for the kitchen variety Green or Blue pads.

(Forget what I said at the last meeting holding up a green Scotch Brite pad as the proper way to smooth aluminum. Since learning the above, I have switched to the maroon pads, available from Avery--ed)

Class

Homebuilders need not be concerned of this but our government purchasing people do.

Class 1 - Sheets

Class 2 - Rolls

Class 3 - Disks

Grades

Grade AAA - Grit size less than 10 microns

Grade AA - Grit size 500

Grade A - Grit size 280 to 400

Grade B - Grit size 180

Grade C - Grit size 100 to 150

- Lee H. Erb

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Project Police Member Held Captive, Escapes!

Fate suddenly took a turn for the worse for one unsuspecting Project Police member seventeen months ago...

The night was humid. I had flown 12 successful recon flights in my combat proven F/A-28-140 Fighting Cherokee over the hostile territory between Baghdad and Zuni before commencing my fateful 13th mission in October 1995. I should have guessed that lucky number 13 would have been the one that would get me, but I've never been superstitious. Besides, after flying 12 successful **Project Police** missions for the purpose of spotting airshows, flying events, and uncovering a few homebuilts in hidden places, why should I suspect that this mission would go any differently?

As I approached the Zuni waypoint, I figured half of this thirteenth mission was already over. All that remained was a course reversal and a return flight to California. Suddenly, my mag compass started swinging wildly side to side. I checked my chart to verify my position and again noted the small print that says "SUBSTANTIAL MAGNETIC DISTURBANCES HAVE BEEN REPORTED AT 4000 AGL IN THIS

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VICINITY." Still, during the 12 previous missions, I had not encountered variations to this extreme. Maybe today, the moon was in the 8th house and Jupiter was nowhere near Mars. I don't know, but probably nothing to worry about. As long as I've got a solid lock on the Zuni TACAN station, I could fly a perfect outbound 261° Radial and not get lost in the abyss on either side of my course. Unfortunately, I was being tracked by unfriendly radar and my NARC AT-150 Radar Warning Receiver was flashing every few seconds. Things were getting interesting.

Suddenly, the airplane shuddered! I'd been hit by a SAM! I never saw it coming! Four and a half years in this assignment probably led to some complacency and certainly a lack of vigilance. Still, the swiftness of the strike and lack of warning indicated that this SAM must've been one of the stealthy *Uncle SAM* variety, and being this close to the New Mexican border meant I was going to end up a prisoner at some Albuquerque Air Force Base for sure. I certainly didn't volunteer for *this*...Darn. Before I knew it, I was on the ground, captured, and brought roughly to an interrogation room in a ramshackle building in the desert. A voice spoke.

"Welcome to ze Roswell Ramada, Cap'n Bob. You zee, ve already know who you are und ve haf been expecting you for some time now. Ve understand you've flown twelve missions zo far und ve also know, from reliable sources, that you are a member of ze Project Police."

Wow, I was stunned at how much they knew about me. Still, I wasn't about to volunteer any exploitable information. "I'm not from around here, you know!"

"You haf no idea how often ve've heard that at the Roswell Ramada." My captors laughed, **"Heh, heh. Nobody iz from around here."** Then he straightened up and looked real serious. **"Ve vill interrogate you later. Get used to your new home."** He snapped his fingers and two of his comrades took me to my new office.

"Hey, you can't do this to me. I mean, hard labor is against the Geneva convention."

"Take him away!" he ordered.

They forced me to march across the street and shoved me inside another building. I wasn't sure what to expect and I was clearly *not* in control of my own destiny. However, I went inside with few apprehensions. I followed the code of conduct to the letter: "Members of the *Project Police* will go where no one has gone before..." (*EAA CH1000 Project Police Manual, para 5.2b*). "Hey, this is nice!" I said out loud.

"Vff course it iz. Ve vant our prisoners to be very comfortable. That vay ze interrogation iz zat much more unpleasant."

Then, with one last look from those big black bug-like eyes of theirs, they pushed me into my new office and put me to work. You know, the work environment wasn't all that bad. Most military offices that I've seen in the past are dark, poorly maintained with low ceilings and ugly carpeting. My office turned out to be well lit with three

windows letting in plenty of southern sunshine. I had new furniture and a decent computer system. What more could I ask for? This won't be so bad, I thought to myself. Then I remembered my captor's words: *"...That vay the interrogation iz zat much more unpleasant..."* I began to wonder what hell awaited me. I was determined not to stay at Kirtland AFB for very long.

There was no time to waste. I had to find out if I had any allies in this place. I grabbed a government issue ball point pen and at every meeting or briefing I attended during my inprocessing, I frantically clicked out secret messages to anyone within earshot. I was using an old POW code I learned during my *Project Police* survival training and the idea caught on rather quickly. Before long, everyone was clicking out secret messages. (Unfortunately, nobody could decipher anyone else's code and all the messages still remain secret to this day.) However, all the clicking really drove those bug-eyed space cadets crazy, so we derived some pleasure from this retaliatory technique. Unfortunately, I never did find out if there were other *Project Police* members held captive there.

"Vell, Cap'n Bob, are you now ready for your interrogation?"

"I guess so. This isn't going to hurt, is it?"

"That iz entirely up to you. Tell us all you know about Operation Rubidoux Sundown."

He grabbed a chocolate chip cookie from the serving tray on his desk between us and took a bite as I pondered a response to his question. I was the one who planned and executed the most violent raid on Rubidoux in 1994 along with my strike force of fighters and bombers. We beat the hell out of that airfield, but I didn't want to reveal all the sensitive planning information that went into the mission. "It was nothing," I said, "Just a little airshow."

"How did you penetrate ze airspace around Rubidoux?", he asked as he took another bite.

"It was easy! We had all the airspace in that region charted 6 months before we planned the mission. It's all public knowledge, you know. And GPS makes precision strikes a piece of cake!"

"Ah ha!"

He sounded surprised, almost amused at how easy he had gotten the answers he was looking for. I, on the other hand, was surprised that he was pleased with my answers because I hadn't told him anything of value...or had I?

"Look, I don't know what you want from me, but unless you give me one of those cookies, I haven't got anything else to say."

"You haf already told me everything I vant to know."

I had no idea what information I had unintentionally given him or what information he considered valuable. "Look," I said, trying to buy time as if my life depended on it, "brutalizing a POW is illegal according to the Geneva Convention and so is withholding food. Failure to provide refreshments to a *Project Police* member is a major offense punishable by severe retribution in the EAA Chapter 1000 Newsletter."

"You don't scare me, Cap'n Bob!"

I could tell by the look in his eyes that I'd struck a nerve, however. "Ok, maybe I can't scare you, but I can send in my *Project Police* report detailing your lack of aptitude in flying saucer maintenance. I mean, yesterday I took a *good long look* at your project in the back corner of the hangar and I found numerous squawks against the repulsorlift coils--one of which has an outstanding Spaceworthiness Directive against it. And then there's that anti-proton injection unit you're using--that thing's so overdue for an overhaul you and your favorite asteroid should've been sucked into the last black hole you passed on your way here. I think our readers are gonna be real interested in what I found out here."

"Ok, ok, **Haf a cookie!**" He shoved the tray in my direction. "**Und there's nothing wrong with my spacecraft,**" he smiled.

Ahah, I now had him on the defensive. This was the break I was looking for. "Well maybe so, but our readers still like to read the interesting stuff even if we have to make it up." I looked over the remaining cookies on the tray before making another selection. "By the way....got milk?"

"**Yeah, sure!**"

I took a good long draw on the preferred moo-juice, and stared directly at my captor before delivering the checkmate. "Look, how 'bout we take your flying saucer out for a spin...maybe go to California? I'm sure the *Project Police* flight test report will be much more favorable that way!"

"**OK, OK, Enough already!! You are free to go.**"

And that's how I got back to California! (That's also why my Cherokee is still in New Mexico!) It even looks like I made it back just in time for Operation Rubidoux Sundown V! Ain't life just grand?

- Bob Waldmiller

(Note: Since forwarding this report to the Chap 1000 NLE in accordance with Project Police regulations, the Cherokee has been retrieved to its preferred tie-down spot at 4400 Knox in Rosamond--ed)

**A Couple of E-Mails From Dan Falbe,
EAA Chap 1000 Det 6, Mildenhall, UK**

Sir,

Hello from Mildenhall. I thought I'd check and make sure you have received my check for chapter dues. I sent it to Russ Erb's address, because his was the only one I had. I seem to have lost my chapter roster during the move, and I would appreciate it if you could send me another copy. Also, could you include Bob Waldmiller's e-mail address.

Progress on my aircraft is proceeding SLOWLY, as I am trying to finish my Master's. I should finish my degree in August, and will be able to devote more time to flying and building. I'm still flying the Stearman's and Tiger Moth's whenever I have the extra time (and CASH), and the Aero Club wants me to instruct as much as possible (when I get the time). I'm planning to attend this year's PFA

convention in July, and would be will willing to do an article for "The Leading Edge", if you are interested.

This quick note got way too long. Bye for now.

Dan Falbe

Russ,

Hi, I just received the January Newsletter (I know the mail is slow), and wanted to answer your hardware quiz.

The numbers of an AN bolt indicate both the diameter and the length of the bolt. The number immediately after the AN and before the "-" represents the bolt's diameter in sixteenths of an inch, (i.e. AN3 bolts are 3/16" in diameter. The number following the "-" indicates the bolt's length. The units digit providing the fractional size in eighths of an inch, and the tens digits showing the whole inch size, (i.e. "-6" is 6/8 inch long, while "-16" is 1-6/8 inches long). The AN3-18A would be a bolt with a diameter of 3/16 of an inch, with a length of 1 and 8/8 inches. In other words, 2 inches long, so this bolt would be properly identified as AN3-20A. (By the way the "A" at the end indicates an undrilled shank). If you look at the listings for AN bolts you will not see any ending in a "8." They go from "-#7" to "-#0".

I hope this passed the quiz. Bye for now, I have to brave the black ice, and American drivers on English roads (bad combination).

Dan Falbe

RAF Mildenhall, UK

(Good job Dan--I couldn't have written a better answer myself!--ed)

You Must Order Your Chapter Directory!

In between pages 72 and 73 of your January 1997 *Sport Aviation* is a card that you need to fill in your name and EAA number and mail in if you want to receive a Chapter Directory in the mail, unlike previous years when it was automatic. If you don't, your only recourse will be to look it up on the EAA Web Site. I think the paper copy is good to have and carry with you when you travel by air or car. If you break down or need assistance, it's good to be able to call a fellow EAA'er. Also, you may be able to visit another Chapter's meeting.

Corrosion Control

You'll have to wait until next month for a discussion of Chemical Conversion Coatings on Aluminum Alloys. Just too much stuff this month!

Chapter 1000 Calendar

Feb. 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Feb. 22: San Gabriel Valley 99's Weather Workshop, 9 a.m. to 4 p.m., Bracket Airport, CA. (818)967-5882

Feb. 22: EAA Chapter 1000/49 Young Eagles Flight Rally, 9:00 a.m., Fox Field, Lancaster, CA (805) 948-4431

Feb. 22-23: Chapter 1 Open House and Fly-In. (Operation Rubidoux Sundown V) Flabob Airport, Riverside, CA. (909)686-1318 Get your *Project Police* nametags from **Norm Howell!**

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

Mar. 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnyvale School. 1233 W. Ave. J-8, Lancaster, CA. (805)942-7149

Mar. 11: EAA Chapter 1000 Board of Directors Meeting. 5:00 p.m., Edwards AFB. Test Pilots School, Student Conference Room (805)258-8134

Mar. 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Mar. 22: Open House and Airshow, 10 a.m. to 4 p.m., Riverside Municipal Airport, CA. (909)683-7263

Apr. 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnyvale School. 1233 W. Ave. J-8, Lancaster, CA. (805)942-7149

Apr. 6-12: EAA Sun 'N Fun Fly-In, Lakeland FL. (941)644-2431

Apr. 9: EAA Chapter 1000 Board of Directors Meeting. 5:00 p.m., Edwards AFB. Test Pilots School, Student Conference Room (805)258-8134

Apr. 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Apr. 26-27: Warbirds in Action Airshow, Minter Field. Shafter, CA. (805)393-0291

May 17: Annual Scotty Horowitz Going Away, Return to Earth, and When Are You Gonna Get Launched Pam Melroy Breakfast and Lunch Fly-In. Hosted by Chapters 1000 and 49. Location TBD.

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

For Sale:

Sonerai 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

To join Chapter 1000, send your name, address, EAA number, and \$15 dues (check with the Treasurer for pro-rated rates) to: EAA Chapter 1000 Treasurer, Norm Howell, 4400 Knox Ave, Rosamond CA 93560. Membership in National EAA (\$35) is required.

Contact our officers by e-mail:

Mike Pelletier: pelletie%bftf.edw@mhs.elan.af.mil

Gary Aldrich: aldrich%af16@mhs.elan.af.mil

Chuck Firth: 103502.1743@compuserve.com

Norm Howell: howelln%tps@mhs.elan.af.mil

Inputs for the newsletter or any comments can be sent to Russ Erb, 805-258-6335, by e-mail to 70033.3046@compuserve.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****6708 Doolittle Dr****Edwards CA 93523-2106****<http://www.eaa1000.av.org>****THIS MONTH'S HIGHLIGHTS:****REGULAR MEETING 18 FEB AT TPS****OPERATION RUBIDOUX SUNDOWN V FEB 22****CAP'N BOB ESCAPES THE ROSWELL RAMADA!****BOB MACKEY, EAA/HQ WRITES**