

THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

April 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:



Revenge of the Fiber Dudes!
Speaker: Mark Grubb
Tuesday, 15 April 1997
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Aprils program is the "revenge of the fiber dudes." Now that we know how to beat airplanes out of the higher elements in the periodic table, let's take a look at the art and science of molding them out of old dinosaur hides. Mark Grubb has been re-building, repairing, and inventing aeromachines with fiberglass and other non-metals for many years and will regale us with tales of success and failure and how to have one and not the other. He's promised an interesting slide show ("here I am in front of the Grand Canyon...") as well as some "touchie-feelies". See ya' there!

Hospitalized Project Police

Chapter 1000 members **Vern Saxon** and **Jim King** are currently in and out of the hospital undergoing treatment for cancer. Please remember them in your prayers. For more info, contact **Mike Pelletier**.



Last Month's Meeting

EAA Chapter 1000
 Scobee Auditorium, Test Pilots School, Edwards AFB
 1700; March 18, 1997
Mike Pelletier, presiding

Prelude to a Crisis

We gathered, we schmoozed. The Schmoozemeister (**George Gennuso**) was there as usual with a load of goodies, ranging from the almost healthy to the deliciously decadent. George was heard later to congratulate us for finishing off most of the schmoozing material. Looks like the Schmoozemeister is converging on the proper amount of foodstuffs. Thanks again, Herr Schmoozemeister!

Several ne'er-do-wells standing around in sharp-looking black **Project Police Tactical Assault Force** uniform T-shirts, freshly laundered from their glorious raid on Flabob (covered in gross detail in last month's newsletter), noted that there were no chocolate chip cookies available for proper **Project Police** schmoozing. So what was the last time a certain Pulsar was inspected? With the coming of spring, has there been an end to the composite snow fall in the workshop?

Meanwhile, Newsletter Editor **Russ Erb**, President **Mike Pelletier**, and newly appointed treasurer **Mike Meyer** were going nuts trying to redistribute **Norm's** recently released EAA Chapter 1000 Box o' Stuff, write and collect checks, and running around trying to get info from everyone to update the chapter database. No one yet noticed the absence of one other critical chapter officer.

Photo Funnies

As announced previously, the plan called for a chapter photo at this meeting. It seems that **Bob Mackey** just can't get enough of us. He wanted a more recent photo than 1992 of his favorite chapter located in southern California on an Air Force Base famous for flight testing to publish in *Sport Aviation* or something. In compliance with the call from HQ, about 1730 we drove everyone out of the lounge and out to the official USAF Test Pilot School Photo Spot, namely by the NF-104. We were originally scheduled to have **Norm Howell** and the way-cool digital camera used at Flabob for the photographic

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instrument. Unfortunately, one of Norm's relatives (his Uncle Sam) requested that he leave town TDY to check out in yet another aerospace vehicle. As such, we dropped back to President Mike's old-technology-but-still-mighty-good film camera for the actual photo taking. Watch for this incredible photo to start showing up everywhere. At last report, Mike was busily taking pictures of **Michele**, **Marissa**, and **Pancho** trying to finish off the roll in time for press time.

The Crisis Strikes...

Once again, we corralled the gathered masses into the TPS auditorium, and Mike started off the meeting introducing new members and guests. Visiting for the first time was **Ron Alldredge**, who came out to check us out and see if he was willing to take the *Project Police* oath of office. Also present was **Chris Barrett** and **Michelle Holtzman**. Chris has been a member of the chapter for a while, and said that he finally made it up from West Hills to attend a meeting because he had the day off from work.

Not present was another new dues-paying member, **David McAllister**. Dave works at NASA Dryden, who saw that he not get away from work on time that night. Dave is already well known to many chapter members as part of our Young Eagles Coordinating Team with George Heddy.

At this point, Mike called for a reading of the minutes, but quickly noted that the keeper of the minutes, **Chuck Firth** was not present (**WHOO! WHOO! CRISES ALERT!** Whose going to write up the meeting for the next newsletter? Making a quick run down the constitutionally defined order of succession, we quickly determined that the Newsletter Editor was the only person who openly cared. Hence, I got stuck doing this. Chuck will be leaving us semi-permanently in a few months, thus vacating the coveted position of Chapter Secretary. Miles Bowen has stepped up to the challenge of being the new secretary of our fine chapter, and was approved by the board of directors by e-mail vote. If you have any problems with this change in the power structure, just say so. We'll be happy to put your name on the ballot...). Mike noted that the meeting minutes were published in the newsletter, and declared them accepted. Nobody woke up long enough to argue, so it was done.

In a sweeping move of executive power, the Board of Directors appointed **Norm Howell** to the position of **Member At Large**. (Note that's different from **Large Member**—we won't go into who could fill that position.) This is a position allowed for in the Chapter By-Laws and *Project Police* Regulations, but the duties are pretty much undefined. Hence, we can make them just about anything we want (*writing up meeting minutes?*)(NO, that's still the Secretary's job). Norm had resigned his position as Treasurer against his wishes, primarily to make time to accomplish the job he's actually paid to do. Since Norm has been a great asset to the chapter, the board wished to keep him on-line, and this was the perfect way to do that.

As mentioned previously, **Mike Meyer** has assumed the duties of the Treasurer. President **Pelletier** denied Mike's acceptance of this post had any connection to any

upcoming performance reports he might write on him in the near future.

The Chapter was reminded that we are welcome, yea, even encouraged, to participate in the Chapter 49 Fly-Outs. By the time you read this, you will have had a chance to miss the Fly-Out to Harris Ranch on April 5. Check the calendar of events to find out when the next Fly-Out is scheduled.

The Chino Aerofair is coming up 10-11 May 1997. Just \$5 to get in the door (on the ramp?). Special guests include Dick "Van" VanGrunsven (are you RV builders paying attention?) and Team Nemesis. If that special Mom in your life likes aviation, take her on Sunday and she gets in FREE. What better way to spend Mom's Day?

There was some discussion of a possible long-range *Project Police* patrol to the West Coast Regional Fly-In in Arlington, WA, scheduled for 9-13 July 1997. This is one of the big regional Fly-Ins of the year (like Copperstate or Rocky Mountain), and is a little far away for a slashing in and out attack like we did at Flabob. Plan on spending a night or two there. Glasair builders and wannabees take note—this is at the home field of Stoddard Hamilton. If you're interested in doing this, now is the time to convince someone you know with an aircraft that they want to go and they want to take you. If you have an airplane, dig up some fellow *Project Police* officers to fill those empty seats. A good *Project Police* officer always strives to fill all of the seats except as limited by necessary baggage and weight and balance considerations.

(CLASSIFIED-PPSNTK*)

Another short-range *Project Police* patrol was proposed to squelch any possible uprisings of sloppy workmanship or people not having a good time in the area of EAA Chapter 494 in Corona, CA. An insider at Chapter 494 informed the *Project Police* Intel Squad of this situation during the Flabob sweep of *Operation Rubidoux Sundown V*. He also let it slip that the meetings were normally scheduled for the third Sunday of the month at 1400 in the clubhouse right on the Corona airport. A cross check with the open literature (EAA Web Site) confirmed this meeting time. P⁴ (*Project Police* and President Pelletier) proposed a *Project Police* operation to Corona on 20 April 1997. April works out to where this is the Sunday immediately following our April meeting, so plans will be finalized at the 15 April meeting. I am proposing that this mission be code-named *Operation Total Eclipse*. Note—you may want to start working now toward an extra-long kitchen pass, as our April Young Eagles Rally is scheduled for the day before, 19 April. Also, get your taxes done before the April 15 deadline—you won't want to miss the EAA meeting.

(**Project Police* Special Need To Know)

(CLASSIFIED-PPSNTK*)

If you haven't purchased your way-cool *Project Police Tactical Assault Force* uniform T-shirt yet, contact **Ron Applegate** at 256-7724 to order one. Sales of this T-shirt are limited to members of Chapter 1000 and their immediate families only.

Ron Applegate is also working on producing a EAA Chapter 1000 T-shirt. **George Gennuso** is doing the design work, so get your ideas in to him. This T-shirt will be intended for sale to members and ~~infidels~~ non-members alike. Hopefully we can make some money off of this.

EAA has published their list of those members who met Chuck Yeager's challenge to fly 10 Young Eagles in 1996. Chapter 49/1000 members listed included **John Burchak, John Bush, Herb Carlson, Tony Ginn, George Heddy III, Bob Hoey, Bill Hoverman, Ozzie Levi, Gretchen Lund, Mark Matonic, Con Oamek, Jack Roth, Gary Trippensee, and Bob Waldmiller.**

There is a Liberty Sport Biplane for sale. President Mike has the info on it. If somebody buys it who found out about it through our chapter, the seller will donate \$1000 to the chapter as a finder's fee.

Fly-In Planning

Mike Pelletier attended the first organizational planning meeting for this year's Fox Field air races to represent the chapter. We need YOU to volunteer to take on the planning of this event, since both Mike and **Chuck Firth** (who did it last year) both expect to have moved out of the area by the time this event occurs in late October/early November. The organization of the Fly-In committee and the distribution of responsibility is yet to be decided. Everyone wants to avoid some of the command and control problems we had last year.

Ron Applegate is the lead for planning the **6th Annual Scotty Horowitz Going Away and...yada, yada, yada...Party** to be held at Rosamond Skypark on 17 May 1997. We expect to be using all of the large hangar (formerly Aronson's FBO), so there might be a opportunity to display your aircraft project if it's not quite reached that state of being able to fly in. There may be some issues to work out as we negotiate things with the party that just recently bought the hangar. We do have backup plans, so the Fly-In will go as scheduled. The eating plan shows Chapter 49 serving a pancake breakfast 0800-1000 (\$3), and we'll be serving lunch from 1100-1300, or until the food runs out. The menu is Polish Sausage (\$4), Hamburger (\$5), or Tri-Tip (\$6). All prices include side dishes and drinks. **Jim King** and **George Gennuso** will be back again as the **Burgermeisters Extraordinaire**. We are also inviting some vendors to come in and show their wares at no cost to them or us. For Fly-In Arrivals, there will be a one shot **Spot Landing** contest from 0745-1100. Each landing will be graded and results posted on the rest room door. Space will be provided for rebuttals. Sorry, no Spot Parking contest for drive-ins. Come out early, as the **May Young Eagles Flight Rally** will be held in conjunction with the Fly-In. In fact, come out on Friday, 16 May and help us set up.

Chapter Booth

Your Board of Directors decided that we should investigate building a Chapter Booth to use at Fly-Ins, Edwards Open House, etc. Mike turned to our **Master Designer Charlie Wagner** with an incredibly complex and sketchy request for proposal. An initial concept proposed by Charlie was shown at the meeting. By the time you read this, the Board will have further refined the design. Watch for it at the April meeting. Later we'll call out the **Project Police Construction Battalion** to put it together. The main design points are to be easy to transport and resistant to wind.

Young Eagles

The next rally is on 22 March 1997, which you've already had a chance to miss. The next rally you can attend after reading this is 19 April 1997 at 0800 at Fox. Come hungry—the airport is putting on a pancake breakfast that day. We also had a nice write-up on the FRONT PAGE of the Valley Press (18 March) on the Young Eagles program. If you missed it, you can still find it on the Chapter 1000 Web Site.

Other Stuff

Russ Erb reported that the Chapter 1000 Web Site broke 700 hits on the day of the meeting and is now showing up in the big Web Search Engines. He was also pestering everyone to update your information for the Chapter Database. If you haven't already sent yours in, do so quickly, but it won't make the chapter roster that is included with this newsletter.

Russ also showed a landing light bracket prototype that he designed for his Bearhawk. Main points: It uses a standard auto rectangular two-beam headlamp, which is removed back and through the bottom of the wing, such that the transparent lens does not have to be removed (thus reducing risk of damage). Using the two-beam headlamp leaves the low-beam filament available as a backup shouldst the high-beam burn out.

The Main Program

This month's program was given by Jeff Landon of High Desert Avionics at Fox Field. He started off by showing us an instrument panel mockup that he uses to explain the proper plumbing of Pitot-static instruments. He noted that it's not a good idea to plumb the altimeter into the DG, as this can leave you indicating about 5000 feet above your actual altitude. He then addressed questions for the gathered masses.

Legal Radios: Recently the FCC declared that all aircraft must be fitted with 720 channel radios. Technically, the sticking point is that frequency stability must be ± 0.03 MHz, not the previously required ± 0.05 MHz. While some 360 channel radios can be retrofitted to meet the new standard, in general he said it would not be cost effective, i.e. it would almost be the cost of a new 720 channel radio.

Can homebuilders install their own radios: Technically yes. The question comes up because Bendix-

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King and other companies do not like their dealers playing mail order house with the high-end equipment. Besides, Jeff, who recommends King avionics, will sell it to you at cost (make you a "smokin' deal"). If he sells enough, he gets a kickback from King. Remember, he makes his money and his reason for being there by doing the installation or working with you to do the insulation. Support your local merchants. The downside is that thieves also like King Radios, so be sure your insurance is ready for them to be stolen. Since the radios hold their value well, you shouldn't be out too much to replace them. What about a better lock on the door? Then they'll just tear up the door getting to the radios. Less of a problem if the airplane spends most of its time in a locked hangar.

What about using laptop technology for a Mission Computer/Data Acquisition System: Jeff really couldn't address this, since he normally works with certificated aircraft. This did launch into an animated digression by **Mike Meyer** and some other folks. Looks like **Gary Aldrich** needs to talk to **Mike Meyer** about putting on a meeting program.

Pitot-Static Plumbing Materials: Jeff keeps a supply of this stuff on hand, so use the good stuff. You'll save yourself untold headaches later by minimizing the number of leaks to find. Yes, this is a big problem in the homebuilt community.

Transponder Antenna in Compost Aircraft: Jeff recommends using a normal antenna either sticking out the bottom or located inside the fuselage with a real ground plane. He has seen way too many problems with people who use the mylar tape glued into the fuselage for a ground plane.

Interference: Ideally, your transponder and COMM antennas should be separated by at least 5 feet, and the feed wire should be on opposite sides of the fuselage to avoid cross-talk.

Transponder Check: required every two years for VFR flying. Jeff can do it for you right there in the shop. Figure \$60 for the transponder and \$125 for the Pitot-static leak check. Why a leak check? He has to connect directly to the encoder to do the test, which means opening up the static system. Figure on paying more if he has to fix a bunch of leaks.

Handheld vs. Panel Mount GPS: For homebuilts, which can plan the instrument panel to allow a location to put a handheld GPS, handhelds are the way to go. They can be developed much faster, many have moving maps which panel mounts don't, and you can take them with you so the thief who takes your radios won't get it. When costing out a handheld, remember to plan on using an external antenna for good coverage and how you're going to get power to it.

End Notes

Chuck, come back! All is forgiven!

- Russ Erb

President's Two Cents

The other day I received a phone call from Mr. Bob Mackey at EAA HQ (he has the very official title of Executive Director, EAA Chapters). He was calling to tell me how much he enjoys our newsletter, particularly the March newsletter with the articles about the *Project Police* raid on Flabob. His phone call made me feel proud that we were being recognized by someone at headquarters, but it also got me thinking about the basic character of our chapter and what makes our chapter special (Note: the number of characters in our chapter will be another column).

When I think of this chapter I see the thing making us unique--that trait that we can call our "personality"--is our willingness to not take ourselves too seriously and enjoy the camaraderie of getting together with other builders and pilots. Although we do have many members with flying airplanes or airplanes in various stages of construction, I think of this chapter as more an aviation-oriented, forward-thinking social group rather than a pure builder's group. I see this attitude manifested through such things as our dinners at Burger King after the regular meetings, our *PPTAF* raids, and the lively conversations I see during our pre-meeting schmooze time.

Since becoming president it has been my goal to have a chapter technical counselor. "All real EAA chapters have a technical counselor", I thought. I fretted about this for some time, until I came to see that it simply wasn't that critical to our success. Yes, it would be nice to have someone readily available within the chapter to inspect projects, write articles for the newsletter, and present programs, but our chapter won't fold up without a technical counselor. I'd say the strengths of our chapter lie in having members who are recognized experts within the flight test and engineering communities, a strong commitment to the youth of this country through our support of the Young Eagles program, and a healthy dose of good humor through the creation of the *Project Police*.

I'm sure many of you have been in or visited other chapters where the emphasis in the chapter has been only on building. Since the goal of EAA is to promote general aviation within this country and preserve our right to design, build, and fly our own aircraft, this is an admirable trait for a chapter. I feel it is equally important, however, to balance this with forming friendships and having fun within a chapter. I hope you all find Chapter 1000 a place where you can have fun while continuing to promote and enjoy the fine sport of homebuilding. *Keep the Spirit!*

- Mike Pelletier

Web Page Update --

As of Saturday 5 April 1997: 1364 hits!

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"It was pretty amazing," said Horowitz...."Stuff I made is out there on the telescope."

The *Project Police* suspect that the whole story was not told due to the lack of background possessed by your average newspaper reporter. While led to believe that it was skills gained in elementary school that allowed Doc to save the telescope, we suspect that it was really skills gained as a Tri-Q-200 homebuilder and *Project Police* officer. The *Project Police* did note the obvious absence of any mention of duct tape, epoxy resin, squeezing of rivets with Vise-Grip pliers, or an estimated 150' radius of destruction. Did anybody post flight the Shuttle for damage after the mission? Were the main gear wheels still in their proper location?

- Russ Erb

CORROSION CONTROL - Biodegradable Cleaner

It has been available since 1994 but I just learned about a biodegradable cleaner that replaces Methyl Ethyl Ketone (MEK), 1,1,1 Trichloroethane, and Toluene. It is a biodegradable, low-volatility solvent substitute for mineral spirits, thinners, and chlorinated solvents. One trade name is "Citra-Safe ® Deodorized." The chemical name is d-Limonene.

After having used it, I believe it would be a good all-around cleaner for the homebuilt aircraft.

Several major aerospace companies have approved it for surface preparation, general solvent cleaning, and cleaning prior to sealing. Even the USAF has approved it in TO 1C-135-2-5-2 for cleaning KC-135 fuel cells. It can be used for cleaning prior to chemical conversion coatings.

The use of Citra-Safe® reduces risks of hazardous chemical spills, eliminates most hazardous waste disposal costs, and eliminates the health hazards associated with traditional solvents.

It does not evaporate as fast as other cleaners but 100 percent will evaporate. The flash point is 132 °F which makes it still hazardous (140 °F and above is "non-hazardous").

It also meets the requirements of MIL-C-81964A as an avionics cleaner. The best information I have is that it will not deteriorate aircraft paints. Be sure to test it yourself.

If you get it in an eye you still use the standard Boy Scout treatment of flushing with water for at least 15 minutes. A person does need to treat it like any solvent and not get careless. If you use it, be sure you have read the MSDS (Material Safety Data Sheet) thoroughly.

I have used it without rubber gloves but it tends to dry out my hands. Although it is not water soluble, soap and water will wash it off your skin.

It has a slight odor of oranges. I have been told that before it was "deodorized" that it could make you never want an orange or orange juice.

One source is Inland Technology Products and Services, 1 (800) 552-3100. Eric Lethe was very helpful in providing information. Web Site www.inlandtech.com, e-mail Inland@inlandtech.com They are set up to respond to industrial orders with the smallest container is a gallon in 6-gallon cases at about \$300.

The stuff is good. With industry being hounded by OSHA and EPA, I'd say it was the proverbial "God-Send" for industry. Maybe there will be enough demand for it in the future that someone will make it available in spray bottles. I cleaned a lot of parts with just a small part of a spray bottle.

Thanks to Dave Ragsdale for introducing me to the biodegradable cleaner with versatility.

- Lee H. Erb

Chap 1000 Det 5, Arlington TX, Chap 34
LeeErb@Compuserve.com or (817) 275-8768

KIS Cruiser Breaks Rod Bolt

(Submitting a little possible input to assuage my guilt for being an "honorary" member--)

I guess you guys have heard about the pre-Christmas misadventure of our 4 place KIS Cruiser prototype. While Paul Randel (one of our favorite customers & carrier qualified etc, etc) was giving his future father-in-law his first small aircraft ride outside of Davis California our less than 360 hour from new Lycoming O-360 180 HP broke a rod bolt and destructively scattered its innards. Coming up just a few miles short of the Davis airport he had to select a mud soaked plowed field--all went well as he held the weight off the nose gear which eventually disappeared into the mud and flipped the plane on its back. No one was seriously injured though head room was decreased by about 4" and they had to kick a window out to crawl out. Structurally almost nothing was damaged other than the cabin roof and the doors and windows.

The mud was virtually impassable but we drained the wing tanks into a bucket brigade and removed the wings. A helicopter was the only practical way out so we airlifted first the wings, then righted the fuselage by having the helicopter lift the tail up by a strap around the rear fuselage. (Try that you RV-tin builders and watch it buckle out of true.) They lifted the fuselage by straps around the center spar stubs (it hung nose down like a poor dead fish). We took the whole thing to dry ground and loaded it on a trailer for the long trip back to Oxnard. We are waiting for a ruling from Lycoming on the engine--airframe repair has not been started but should not take long. Both it and the Continental IO-360 powered second prototype should be at Oshkosh--sadly only a 2 place will go to Sun-N-Fun.

- Vance Jaqua

EAA in Sweden

EAA Chapter 222 in Sweden is organized with one chapter for the whole country. This makes it difficult to have good contact with all members, but gives a good rapport with "our FAA." They only have one board to talk policy with instead of many separate builders. For experimentals, they do as we ask them. Well, almost.

They have agreed that all builders must work through EAA. Each builder gets an EAA designated inspector who not only helps them do it right the first time, but the inspector must give a competent answer to all builder questions, if necessary through someone else. Good, it is no help for the builder if I just shrug my shoulders and say "Don't know."

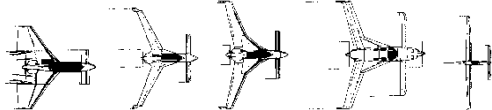
We have gone a bit further than the Flight Advisor system, too. The pilot for the first few flights must be approved by EAA chapter board or by our "Chief of Flight Operations" and given a training program to be done on a similar or same type, mainly motorless landings and emergency actions.

We cannot afford more accidents with "these dangerous experimentals."

- Nils Eyton, Chapter 222, Sweden

Chapter Book Order--Save Big Buck\$!

It's time again for the Chapter Book and Video order at ridiculously low prices. Find the price list in last month's newsletter. Prices cut 40 to 50%! Now's your chance to get the set of all four Bingelis books at \$45.57 (40% off!)- See Mike Pelletier to place your order by 22 April 1997. That's only one week after the April meeting!



Low and Slow at Bailets Composites

When Violeta and I read the little inclusion in the 1000 newsletter, we were thrilled. She sent a photocopy home to Lithuania.

The latest news for Bailets Composites is that we are tooling/spooling up to actually produce a rigid wing hang glider. That's right! For the first time in recorded history I/we (B.C. and associates) will manufacture a product right here in Mojave. RAPTOR is the brain child of designer Matt Kollman. We are doing this project from the ground up with our own funding. No megabuck corporate moguls with egos the size of Florida to ride shotgun on the priorities. We are humble and sincere in our efforts to deliver a safe, fun, efficient and affordable vehicle. As far as inter atmospheric transportation vehicles are concerned, all I can say is there is a lot of hard work to be done before ship serial No. 1 is borne aloft.

People are welcome to stop by and see what composite creations are taking shape in the shop at Building 14, 1325 Sabovich St. They can call (805) 824-4939 if they wish to announce themselves first. Things to see right now would be the D cell master pattern, hot-wire templates, airfoil lofts and light weight celotex (modular) oven.

- Roy Bailets

Chapter 1000 Calendar

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

May 10-11: 2nd Annual Southern California Fly-In Aerofair, Chino Airport, Chino, CA. Sponsored by Aircraft Spruce & Specialty Co, Southern California EAA Chapters, Chino Airport, and Planes of Fame Air Museum.

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. Rosamond Skypark (L00), Rosamond CA. (805)256-7724

Birth of a Project Police Officer

OVER THE HEDGE By M. Fry and T. Lewis



May 23-25: 33rd Annual West Coast Antique Fly-In.
Watsonville, CA. (408)496-9559

June 6-7: 40th West Coast Antique Fly-In. Merced, CA
(209)383-4632

Jun. 14-15: EAA Chapter 723 Fly-In/Airshow. Camarillo,
CA (805)985-4058

July 30-Aug 5: 45th Annual EAA Fly-In and Sport
Aviation Convention. Wittman Regional Airport.
Oshkosh, WI (414)426-4800

Oct. 31 - Nov. 2: 1997 Fox Field National Air Races and
EAA Fly-In. Fox Field (WJF), Lancaster CA.

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

Long EZ Project - Materials kit, Fuselage tub complete, landing
gear, foam, fiberglass, plans, and newsletters. Sorry, no canopy.
Asking \$3000.00. Call Heflin at 619-371-3080 (Evenings).

2 Jeppesen Avchart books with cassettes they are not the same.
1 on Meteorology for pilots
1 on Commercial Pilot (CFI)
1 on Instrument Rating (IFR)
these are old but they can help the novice

I want \$10.00 each firm
1 cylinder tester = \$10.00
1 buzz box for testing the mags of an engine = \$10.00
Jim Glunt 947-4661

Lycoming 0-360 hand balanced by Maircrafters in Ft.Worth, TX
after major components were inspected and certificated by FAA
repair station #VG1R557K--all other parts in the assembly are
NEW--intakes and rocker covers are chromed and pushrod tubes
are polished. All accessories are NEW!!! The crank used in
assembly is SOLID and the engine should easily produce 200 HP.
Billy Brock, 4321 Clay, Ft Worth, TX 76109
817-921-9217 fax

*To join Chapter 1000, send your name, address, EAA number, and
\$15 dues to: EAA Chapter 1000 Treasurer, Mike Meyer, 6809
Spaatz Dr, Edwards CA 93523. Membership in National EAA
(\$35, 1-800-843-3612) is required.*

*Contact our officers by e-mail:
Mike Pelletier: pelletie%bftf.edw@mhs.elan.af.mil
Gary Aldrich: gary_aldrich@pobox.com
Miles Bowen: miles-bowen@ple.af.mil
Mike Meyer: meyer%bftf.edw@mhs.elan.af.mil*

*Inputs for the newsletter or any comments can be sent to Russ
Erb, 805-258-6335, by e-mail to erbman@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 15 APR AT TPS
BIODEGRADABLE CLEANER
PROJECT POLICE SAVE HUBBLE TELESCOPE
KIS CRUISER BREAKS ROD BOLT**

