



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

Voted to Top Ten Newsletters, 1997 McKillop Award Competition

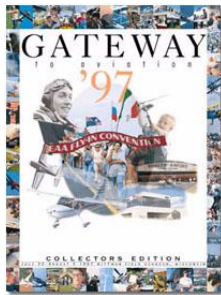
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August 1997

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:



Annual Oshkosh Report
Speakers: Those Who Were There
Tuesday, 19 August 1997
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Yes, it's that time of year when all good Chapter 1000 members come together to either a) talk about all of the cool stuff they saw at Oshkosh, or b) hear about all of the cool stuff they didn't see because they were still here accomplishing the mission.

Find out what the hottest new item was that everybody just had to have. Was it another micro-miniature GPS with a database of all EAA members and a moving map detailing the best airports to pick up a \$100 hamburger at? Did **Gary Aldrich** have a recurring bout with *Gadgetosis Nervosa* and buy one?

Our speakers could be just about anyone. Find out if **Gary Aldrich** got the Poberezny red carpet treatment as Col Doolittle's aerial chauffeur. Listen as **Norm Howell** recounts flying a O-360 Berkut cross country. How did **Norm** do as our official representative at the Awards Ceremonies? We already know he was there to accept the **Young Eagles Outstanding Ground Volunteer** award for **Russ Erb**. Read this newsletter and find out how we fared in this year's McKillop award. Norm tells me that this was the year of AGATE. He also saw the Bearhawk and the V-Jet II. Hear what was said about the exciting future of General Aviation--a jet in your future? (Then tell me 'cuz I'll be TDY to Florida for the Society of Flight Test Engineers Annual Symposium)

Final Flight



Once again, Chapter 1000 has lost one of our members to the battle with cancer. On 1 August 1997, **Jim King** passed away. **George Gennuso** provided us with these remembrances of Jim:

Jim loved flying and had spent most of his life around airplanes (retired Air Force). He completed construction of his Pulsar about two years ago. We flew many enjoyable hours in it and it inspired me to work harder on mine. After completing the Pulsar he turned his energies to constructing a house and hangar at Rosamond Skypark. With that completed he started construction of a Van's RV-6 when he was diagnosed with a malignant brain tumor last Christmas. He underwent two operations and radiation and chemo therapy. Lost the battle 1 Aug 97. I think he'd just want us to remember him as "A Good Guy who shared our interest in airplanes".

Oshkosh Awards for Chapter 1000

Even as a young whippersnapper of a chapter at all of 6 years, Chapter 1000 is being recognized as an outstanding chapter in EAA. This year we did the best we ever have in the McKillop Award competition for outstanding newsletters. This year, we made it into the top 10 newsletters at tenth place. That's number 10 out of about 920 chapters, or the top 1.09%. This is significant because only the top 10 newsletters are invited to send a representative to the Oshkosh award ceremonies to receive an actual award. Preferably, this would be the newsletter editor, but in our case we sent **Norm**. Meanwhile, **Russ** was still back at TPS accomplishing the mission and running **Norm's** division for him. (Okay, there was a lot more to it than just that, but the true reason Russ wasn't there would take a lot longer to explain and would be much more boring. Ne'ertheless, the above statement is still true.) This is still quite an honor, as Norm suspects that most of the newsletters that scored higher were printed in color and/or printed on 11"x17" paper--things

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that the technology exists for us to do, but at an incredible increase in cost (read: much higher due\$). As such, we are quite thrilled with the results.

Don't think that all of the credit should go to your newsletter editor--if you have contributed anything to the newsletter in the last year, then you deserve some of the credit! While the newsletter editor does write some of this stuff, he can't do it all. Mostly it's just putting together and formatting the stuff that the fine members of Chapter 1000 submit--so keep that good stuff coming!

As mentioned earlier, **Russ Erb** received the **Young Eagles Outstanding Ground Volunteer** for 1997 award. This was primarily in recognition of his program WinYEFC for overprinting names and flight information on Young Eagles Certificates. If you have been at any of our Young Eagles Rallies, you've probably seen the gorgeous certificates that spit out of Russ's printer. Russ made this program available to anyone and everyone through EAA Headquarters, where it has been adopted as the official certificate printing software. Copies are available 1) directly from Russ, 2) by writing to the Young Eagles Office, or 3) by downloading it from the Chapter 1000 Web Site or the National EAA Web Site. **Norm** again accepted the award from **Gen Chuck Yeager**, Honorary Chairman of the Young Eagles Program in front of an estimated 10,000 people. **Steve Buss** was reported to quip that he uses WinYEFC, and if he can, then anybody should be able to. Again, some credit goes to the members of Chapters 1000 and 49, especially **Concha Trippensee**, **Connie Farmer**, **George Heddy III**, and **David McAllister** for their fine leadership of our Young Eagles program, and **Victoria Rosales** who faithfully works the registration desk with Russ and makes sure that he doesn't spend all of his time talking and gets the certificates out. Without a great chapter program in place, there wouldn't have been much motivation to write a program that would be of such use to everyone in EAA.

Message to EAA HQ Chapter Executive Director, Bob Mackey, from Subliminal Man: Boy! I still like EAA Chapter 1000!

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB
1700; June 15, 1997

Mike Pelletier, presiding

Schmoozing abruptly screeched to a halt at precisely 1730 +10/-0 (Okay, so I was babbling too much to notice exactly when). Everybody shuffled off to the auditorium, as Buffalo was too far away.

Guests:

Fourteen hearty souls bothered to show up so that we could fulfill the mandate of holding a monthly meeting. **Leigh Kelly** joined us as husband **Randy's** representative. Randy was off studying exciting acquisition topics at Defense Systems Management College (known to those in the business as "DSMC") at the request of the government.

Minutes:

We looked around the room. Once again, the chapter Secretary was noticeably absent. Joy o' joys--I get to write the minutes again. (*I'll show him--I'll be TDY for the next meeting!*) Thinking quickly, I offered that the minutes were in the newsletter. That satisfied President Pelletier and everyone breathed a sigh of relief, having narrowly dodged that bullet again.

Announcements:

Dave File gave **Mike** a note to be read advertising some compost supplies. See the "For Sale" section, this newsletter.

President Pelletier is getting so short that he had to stand in front of the projector to be seen. August will be his last meeting as he heads off to Tucson for Davis-Monthan AFB (*of course we know why he's really going--to set up a **Project Police** forward operating location for Copperstate and to infiltrate the Arizona Council of EAA Chapters*). He's promised to send a report on Copperstate. The current consensus among your Board of Directors is that **Gary Aldrich** will execute the duties of the President until we can have a regularly scheduled election, usually around October. This is still your big chance to be vice-president of the best EAA chapter we know.

A call for a Chapter Rep for the Edwards Open House went out, with the usual thunderous non-response. Later, in a partially panicked state, **Norm** and I were sitting in our adjoining offices holding conversations through the "wall," and we made a command decision without consulting the Board and appointed ourselves to the position, also appointing **Gretchen** without asking her, and our new 2nd Lt **Chris Reeder**, who recently joined Chapter 1000, and hadn't even reported for work at TPS yet at the time. He finally arrived and we sent him to a meeting on the Open House two days later. It's so good to have lieutenants around. When we finally informed the Board, they were just relieved that someone was doing it.

Chapter members are needed to man the Chapter 1000 booth at the Edwards AFB Open House and Air Show Oct 18 - 19.

I still want pictures of your airplane and/or projects for the chapter Web page. We can use most any media (electronic or prints).

A chapter family barbecue will be held on 20 July at Mountain Valley airport starting at 1200. If you weren't there, well, you missed it.

Fox Field National Air Races 1997

Preparations are already afoot for the second big annual event at Fox Field--the 1997 Fox Field National Air Races and Fly-In. Contrary to previous reports, cooler heads prevailed and Chapter 1000 will be participating in the Air Races again this year.

Bill Grah is the chapter's official lead on this project, and is largely responsible for smoothing out the concerns of the chapter after last year's event. In a major step forward (pun not intended, but accepted), our own **Norm Howell** will be the almighty and all-powerful **Air Boss** and Grand Poobah of the Air Races. This is a significant improvement from last year, when the Air Boss was someone who had not even participated in the

planning process. We will be operating on what Norm refers to as the “Oshkosh Model,” procedures which have stood the test of time.

We will be responsible for aircraft parking and registration this year. The CAP cadets will not be involved with the aircraft parking this year. It’s tough to see a 4’ tall cadet over the nose of your taildragger. We will also be flying Young Eagles at this event. Contact **Gretchen Lund** if you are interested in helping this year in any area. You’d better be interested, because we need you! Mark your calendar for 31 October - 2 November, and check out our chapter Web Site for more information on what’s going on with the Air Races.

In a later development, **Paul Rosales** of Chapter 49 has secured the Barnes Aviation hangar for use again this year for display of projects in progress during the Air Races. Contact him at 805-948-0646 or prosales@qnet.com if you are interested in displaying your project.

Program

Our program was ably brought to us by **Ed McCormick**, who worked at the former B-2 CTF with **Mike and Mike (Pelletier and Meyer)**. Ed’s area of expertise is Pilot-Vehicle Interface, a fancy human factors term for things like instrument panel design. Many of us have groused about bad instrument panel design in some airplane or car that we have at one time occupied. We anxiously listened to find out how to avoid the same errors.

The aim of Pilot-Vehicle Interface is to build the machine to fit the human. For the major part of this century, airplanes were built with instruments and switches stuck wherever they would fit, then the aircrew were force-fit to the airplane by extensive training. Someone finally figured out that we could save a lot of training money and improve aircrew performance by designing the airplane to accommodate the limits of human performance and exploit the advantages of the human operator.

For the techies in the audience, Ed provided us with some fancy looking equations that if understood could help with instrument panel design. This is what I got out of it: Consider the concept of the “optical center” as the center of all the stuff you look at while flying. For most of us, this is not on the instrument panel but on the windshield somewhere. The gist of the equations was “Put the most-used instruments closest to the optical center.”

Ed allowed that the standard T configuration of IFR instruments is a good arrangement, but not necessarily the best. No, he couldn’t tell us what the “best” would be—it depends on the mission. At some point after that, the discussion degenerated into a free-for-all on the best color for night instrument panel lighting. No conclusions were reached, but we once again proved that opinions are like noses—everybody has one, and they smell.

Adjournment:

At some time after we started, we adjourned, and nobody noted what that was. Several hearty souls congregated at the local BK, where many subjects of aeronautical interest were discussed, and **Gary Aldrich** was reminded that he still owes the Newsletter Editor a flight report on his flight in the B-17.

- **Erbman**

We still think that printing in color on 11" x 17" paper is highly overrated!

President's Two Cents

Well, here it is, my last column as your president. I’ll keep it short. I’d like to start by saying what a great pleasure it has been to be the vice president and then the president of the best EAA chapter around. I am extremely grateful to have had the opportunity to meet and socialize with such a talented, fun, and terrific group of aviators, engineers, mechanics, liars, thieves, pirates, characters, spouses, and friends of the aforementioned. I hope you have enjoyed being a part of the chapter and the things I have tried to accomplish as your president. I owe a great thanks to all the folks who have helped with the running of this chapter—particularly the chapter officers and the board of directors. Without the spirit of cooperation and help of folks such as **Russ Erb, Mike Meyer, Miles Bowen, Chuck Firth, Norm Howell, Ron Applegate, Jack Roth, George Gennuso, Charlie and Glenna Wagner, Bill Grahn**, and of course, our vice president (my successor) **Gary Aldrich**, the chapter could not have accomplished as much as it has in the last few years. Just for starters, we’ve taken on the Fox Field Air Races and EAA fly-in, we’ve built a great booth to set up at various functions, we’ve flown numerous Young Eagles, and we’ve got a fantastic newsletter that is recognized as one of the top ten in all of EAA. Wow, what a list of accomplishments!

I’d like to leave all of you with a parting thought. My enjoyment and appreciation of EAA and Chapter 1000 in particular was a direct result of getting INVOLVED with the chapter and not just sitting on the sides and observing, or simply reading the newsletter and attending the meetings. Meeting attendance is important, of course, but I guarantee you will find yourself getting much more pleasure from your EAA/Chapter 1000 membership if you just pitch in and help out with some facet of the chapter. There are plenty of opportunities for the chapter to use your talents and abilities—take on the Schmoozemeister job and feed the masses, design a sharp paint job for the chapter booth, help out at the Air Races or the Edwards open house, or just volunteer to be a program speaker at a meeting and share some of your experience in aviation. Don’t wait to be asked to help—pitch in! If you need more ideas, see Gary Aldrich—he’s going to be looking for your help.

Michele, Marissa, and I have enjoyed our time here at Edwards, and despite the wind and the heat, we will miss this wonderful aviation Mecca. If you ever get a chance to come to Tucson (*where there’s still wind and heat-ed*),

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please look us up. We have a spare room for you. Our new address is 9930 E. Paseo San Rosendo, Tucson, AZ 85747. All the best to you. Tailwinds...

-Mike Pelletier



Young Eagles Update

This month's Young Eagles rally was held July 19 at Fox Field, Lancaster CA. We had 9 pilots and 11 ground crew volunteers, and we flew 48 Young Eagles. The weather was unbelievably beautiful for July - it was cool, no wind and clear blue skies. There were 6 Young Eagles waiting in the Fox terminal when I got there at 6:30 am!! **George Heddy** had invited about 25 kids this month, but once again, we doubled our numbers.

Russ Erb showed up at about 6:45 to save the day with his computer, printer and the Young Eagles software. Thanks to **Tanya Adams**, **Cyndi Green**, and **Michelle Holtzman**, non-members who got up real early to help out with ground operations (actually, **Michelle** joined that day). **Jaime** and **Katie Liefeld** were also on hand and eager to help - are our members getting younger or what!?

We appreciate the large pilot turn-out, it sure makes the rallies go smooth. Also, thanks go out to Comarco for donating fuel again this month. Please note, there will not be a rally in August. I hope to see everyone again at the next rally: September 13, 7am at Fox Field.

Upcoming Young Eagles Rallies:

No rally in August

Sept 13, 7am at Fox Field

Oct 11, 8am at Fox Field

Flight Crew:

Pilots	Equipment	# YE
Joe Biviano	PA-28-140	6
Herb Carlson	C-172	9
Bryan Duke	VariEze	3
George Heddy	C-172XP	2
Ozzie Levi	Bellanca Cruisair	4
Scott Liefeld	Aircamper	4
Gretchen Lund	M20J	7
Ed McKinnon	M20K	7
Con Oamek	Bonanza F-33A	6

Ground Crew:

Pre-Flight Participant Registration

Russ Erb **Victoria Rosales**
Jaime Liefeld **Katie Liefeld**

Post-Flight Certificate Presentations

Mark Collard **Cyndi Greene**
Michelle Holtzman **Frank Roncelli**
Paul Rosales

Aircraft Parking & Ramp Operations

Chris Barrett

Tower Tours

Tanya Adams

Young Eagles Flown this Rally: 48

Young Eagles Flown this Year: 299

Young Eagles Overall Total: 1731

Pilot Operations:

George Heddy

948-4431

Ground Operations:

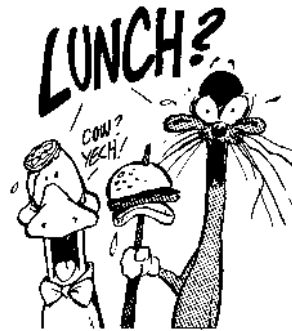
David McAllister

David.McAllister@dfrc.nasa.gov

256-4829

- David McAllister

Project Police Take On Tehachapi; Find Gross Buffoonery



On Sunday, 20 July 97, about 15-20 hearty souls laughed at the **Project Police** Blue Flu and gathered at Mountain Valley airport in Tehachapi for a wonderful family barbecue. This shindig was catered by the Raven's Nest, with wonderful burgers, hot dogs, salads, and brownies high in fructose and well deserving of a **Project Police** A+ rating.

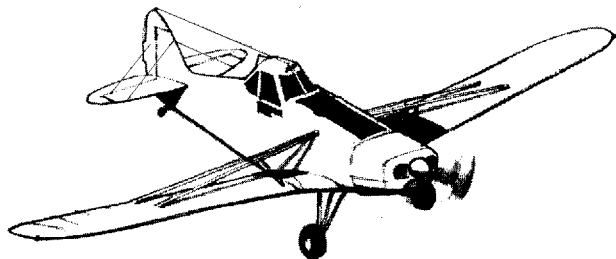
Prior to eating, the **Project Police** paid a visit to Jeff Byard's hangar to view the many sailplanes he talked to us about at the June meeting. The SGS 2-8 was disassembled and sitting in its trailer. We also inspected the Standard Austria "S", which you would swear was an early fiberglass ship, but it is all wood construction. The Slingsby T-21b side-by-side glider was there as well. It was surprisingly large, or at least seemed large from the side-by-side cockpit.

The Slingsby T-38 Grasshopper (well at the opposite end of the aviation spectrum from the Northrop T-38 Talon) was also on display. This primary glider had a very interesting structure that would be a good case study for a beginning engineering class. It seems that any piece of the aircraft that was in compression was constructed of wood. Any piece that was in tension was a wire cable. If you missed it, there was an excellent series of two articles about primary gliders in the June 97 and July 97 *Experimenter*.

Unfortunately, the **Project Police** had to cite Mr. Byard and the other members of his group with **gross buffoonery**. A few weeks prior, while lowering the Bowlus BA-100 Baby Albatross from the hangar ceiling where it was hung, something went terribly wrong and the glider broke loose and crashed to the floor, causing much damage to the glider. They were let off with this relatively light sentence because fortunately no people and no other

gliders were underneath it at the time. The glider will eventually be rebuilt.

Meanwhile, as we were all having a good time, the event's organizer, **Gary Aldrich** was piloting one of the two towplanes, and flew for most of the event. While we enjoyed watching the operations, we really enjoyed waving to him as he took off, usually with our mouth's full! About the time we finished eating, Gary finally stopped to refuel and joined us briefly. The *Project Police* also inspected the towplane, and after asking many questions, approved it for return to service.



New Members

Three more outstanding individuals have heard the calling and signed up with Chapter 1000. **Bryan Duke** first discovered EAA in the Antelope Valley when he happened to fly to Big Bear on the same day as a Chapter 49 flyout there. He signed up with Chapter 49 on the spot, and soon was becoming a regular pilot with his VariEze N123JM at our Young Eagles Rallies. Of course, he eventually discovered Chapter 1000 and decided to sign up at the July Young Eagles Rally. Like many of our members, he lives on Knox Ave in Rosamond. He works as an Aerospace Engineer at NASA Dryden, and has his own web page on Qnet and maintains a web site for the local AIAA chapter. He lists as his aviation accomplishments: "150 hours in the last 6 months & I haven't died."

Also joining at the last Young Eagles Rally was **Michelle Holtzman**. Michelle has been to our meetings before, and has helped us on the ground crew at several Young Eagles Rallies. She lists aircraft owned as paper and a dog that can jump really high! She enjoys being a Young Eagles volunteer and a happy passenger. She loves travel, flight, and speed (the dx/dt kind). Her occupation varies, including acting and sales. Her aviation accomplishments include "survived aerobatics flight with stomach intact; rode parachute ride at Knott's Berry Farm."



Bryan Duke's VariEze

Our third new member just couldn't resist joining after flying to and from Oshkosh with **Gary Aldrich** this year. We welcome **Col Jimmy Doolittle III** into our chapter. While it is well known that he is the grandson of Gen Jimmy Doolittle, Schneider Trophy winning pilot, Gee Bee pilot, leader of the Tokyo raid, and commander of the 8th Air Force, Col Doolittle is well known throughout the flight test community for his own accomplishments. A few of his distinctive accomplishments include two ME degrees from Texas A&M University (whoop!), serving in Southeast Asia in the A-1 Skyraider, Flight Test Engineer for the F-5, F-15, YF-17, and A-10 Combined Test Forces, TPS Class 79B, Test Pilot for A-7, F-5, and F-20 programs, and TPS Commandant. He is currently the Vice Center Commander of the Air Force Flight Test Center.

While Col Doolittle hasn't started an airplane project yet, *Project Police* intelligence reports that he has been investigating reinforcement mods for his lawn sprinkler heads. There's far more to this interesting man's biography, and you can find it at <http://www.elan.af.mil/porg/bio/dltdbio.html>.

Welcome to all of our new members!

Corrosion Control - Galvanic Table

Listed on the next page is the latest galvanic table from MIL-STD-889. I have numbered the materials for future discussion of characteristics. However, for any combination of dissimilar metals, the metal with the lower number will act as an anode and will corrode preferentially.

The table is the galvanic series of metals in sea water from Army Missile Command Report RS-TR-67-11, "Practical Galvanic Series."

The Galvanic Table

Active (Anodic)

1. Magnesium
2. Mg alloy AZ-31B
3. Mg alloy HK-31A
4. Zinc (hot-dip, die cast, or plated)
5. Beryllium (hot pressed)
6. Al 7072 clad on 7075
7. Al 2014-T3
8. 1160-H14
9. Al 7079-T6
10. **Cadmium (plated)**
11. Uranium
12. Al 218 (die cast)
13. Al 5052-0
14. Al 5052-H12
15. Al 5456-0, H353
16. Al 5052-H32
17. Al 1100-0
18. Al 3003-H25
19. **Al 6061-T6**
20. Al A360 (die cast)
21. Al 7075-T6
22. Al 6061-0
23. Indium
24. Al 2014-0
25. **Al 2024-T4**
26. Al 5052-H16
27. Tin (plated)
28. Stainless steel 430 (active)
29. Lead
30. Steel 1010
31. Iron (cast)
32. Stainless steel 410 (active)

33. **Copper (plated, cast, or wrought)**
34. Nickel (plated)
35. Chromium (Plated)
36. Tantalum
37. AM350 (active)
38. Stainless steel 310 (active)
39. Stainless steel 301 (active)
40. Stainless steel 304 (active)
41. Stainless steel 430 (active)
42. Stainless steel 410 (active)
43. Stainless steel 17-7PH (active)
44. Tungsten
45. Niobium (columbium) 1% Zr
46. Brass, Yellow, 268
47. Uranium 8% Mo.
48. Brass, Naval, 464
49. Yellow Brass
50. Muntz Metal 280
51. Brass (plated)
52. Nickel-silver (18% Ni)
53. Stainless steel 316L (active)
54. Bronze 220
55. Copper 110
56. Red Brass
57. Stainless steel 347 (active)
58. Molybdenum, Commercial pure
59. Copper-nickel 715
60. Admiralty brass
61. Stainless steel 202 (active)
62. Bronze, Phosphor 534 (B-1)
63. Monel 400
64. Stainless steel 201 (active)

65. Carpenter 20 (active)
66. Stainless steel 321 (active)
67. Stainless steel 316 (active)
68. Stainless steel 309 (active)
69. Stainless steel 17-7PH (passive)
70. Silicone Bronze 655
71. Stainless steel 304 (passive)
72. Stainless steel 301 (passive)
73. Stainless steel 321 (passive)
74. Stainless steel 201 (passive)
75. Stainless steel 286 (passive)
76. Stainless steel 316L (passive)
77. AM355 (active)
78. Stainless steel 202 (passive)
79. Carpenter 20 (passive)
80. AM355 (passive)
81. A286 (passive)
82. Titanium 5Al, 2.5 Sn
83. Titanium 13V, 11Cr, 3Al (annealed)
84. Titanium 6Al, 4V (solution treated and aged)
85. Titanium 6Al, 4V (anneal)
86. Titanium 8Mn
87. Titanium 13V, 11Cr 3Al (solution heat treated and aged)
88. Titanium 75A
89. AM350 (passive)
90. Silver
91. Gold
92. Graphite

**End - Noble
(Less Active, Cathodic)**

Notes

AC43.13, starting at Par 247, briefly covers several types of corrosion and corrosion protection. The grouping of materials is an early method of MS33586 which was superseded in 1969 by MIL-STD-889.

**More on Galvanic Table
(Almost straight from MIL-STD-889)**

General

The Galvanic Table lists metals in the order of their relative activity in sea water environment. The list begins with the more active (anodic) metal and proceeds down the to the least active (cathodic) metal of the galvanic series.

A “galvanic series” applies to a particular electrolyte solution; hence for each specific solution which is expected to be encountered for actual use, a different order or series will ensue. The sea water galvanic series is the most complete series that I know and I have not seen another series published by either the Army, Navy, or Air Force. Civilian aircraft encounter moisture and a salt of some kind.

Galvanic series relationships are useful as a guide for selecting metals to be joined, will help the selection of metals having minimal tendency to interact galvanically,

or will indicate the need or degree of protection to be applied to lessen the expected potential interactions.

Generally, the closer one metal is to another in the series, the more compatible they will be, i.e., the galvanic effects will be minimal. Conversely, the farther one metal is from another, the greater the corrosion will be.

Notice that graphite is at the bottom of the table. Think of the corrosion potential if you put a big hunk of graphite on a small piece of magnesium.

In a galvanic couple, the metal higher in the series (or the smaller the number I have given it) represents the anode, and will corrode preferentially in the environment.

Types of Protection

Metals widely separated in the galvanic series must be protected if they are to be joined. Appropriate measures should be taken to avoid contact. This can be accomplished by several methods:

(1) Sacrificial - by applying to the cathodic member a sacrificial coating having a potential similar to or near that of the anodic member. If you are designing for a sacrificial element, the sacrificial element should be on the anodic side and smaller. Cadmium plate (No. 10) on steel bolts (No. 81) holding 2024-T4 (No. 25) plates will sacrifice the cadmium instead of corroding the Aluminum. This is one reason for using new bolts that have the Cad plate intact.

(Don't use Cad plate with Titanium (No. 82 through 88). But that's another story.)

(2) Sealing - by sealing to insure that faying surfaces are water-tight. (We have "talked" about this before.)

(3) Resistance - by painting or coating all surfaces to increase the resistance of the electrical circuit. (We have "talked" about this only in terms of primer and sealant on fayed surfaces. There is still more that can be done by design selection.)

The (Non-Aerodynamic) Area Rule

To avoid corrosion, avoid a small anodic area relative to the cathodic area.

Corollary I - Use LARGE ANODE AREA.

Corollary II - The larger the relative anode area, the lower the galvanic current density on the anode, the lesser the attack.

Corollary III - The amount of galvanic corrosion may be considered as proportional to the Cathode/Anode area ratio.

Corollary IV - Design for a SMALL Cathodic/Anodic Ratio (CAR). (When designing, remember your **small CAR**.)

Corollary V - The same metal or more noble (cathodic, lower in the table) metals should be used for small fasteners and bolts.

Sea Water Environments

Metals exposed to sea water environments shall be corrosion and stress corrosion resistant or shall be processed to resist corrosion and stress-corrosion. Irrespective of metals involved, all exposed edges should be sealed with a suitable sealant material conforming to MIL-S-8802. When non-compatible materials are joined, an interposing material compatible with each shall be used.

Non-Metallic Materials

Material other than true metals, i.e., non-metallic materials which must be considered as metallic materials, unless there is supporting evidence to the contrary. If these material are essentially free of corrosive agents (salts), free of acid or alkaline materials (neutral pH), and free of carbon or metallic particles, not subject to biodeterioration or will not support fungal growth, and do not absorb or wick water, then these may be considered non-metallics suitable for joining to metals.

Many materials classed non-metallic will initiate corrosion of metals to which they are joined, e.g., cellulosic reinforced plastics, carbon or metal loaded resin materials, asbestos-cement composites.

More Precautions for Joining

Where it becomes necessary that relatively incompatible metals must be assembled, the following precautions and joining methods are provided for alleviation of galvanic corrosion.

For Electrical Connection - Select materials which are indicated to be more compatible in accordance with the galvanic series.

Design metal couples so that the area of the cathode is smaller (appreciably) than the area of the anodic metal. For

example, bolts or screws of stainless steel for fastening aluminum sheet, but not reverse.

Interpose a compatible metallic gasket or washer between the dissimilar metals prior to fastening.

Plate the cathodic member with a metal compatible to the anode.

Select a electrically conductive sealant. (More on these later.)

Not For Electrical Conductors - Interpose a non-absorbing, inert gasket material or washer between the dissimilar materials prior to connecting them.

Other Approaches

Seal all faying edges to preclude the entrance of liquids.

Apply corrosion-inhibiting pastes or compounds under heads of screws or bolts inserted into dissimilar metal surfaces whether or not the fasteners had been previously plated or otherwise treated. In some instances, it may be feasible to apply an organic coating to the faying surfaces prior to assembly. This would be applicable to joints which are not required to be electrically conductive.

Where practicable or where it will not interfere with the proposed use of the assembly, the external joint should be coated externally with an effective paint system.

- Lee H. Erb

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

Okay, so we haven't had any Laplace transforms or triple derivatives lately, but what about those hard-hitting corrosion articles?

Popular Flying Association International Air Rally

The dreaded Chapter 1000 *Project Police* staged an international strike with a raid on the Popular Flying Association's (PFA) International Air Rally. PFA is an organization in England with goals similar to those of EAA. With current membership of 8,500, PFA has formed local 'Struts' (Chapter equivalent). This year the PFA held their annual fly-in over the July 4th weekend at Cranfield, the home of a well-respected aeronautical university.

The United Kingdom Detachment of the Chapter 1000 *Project Police* staged the raid on Saturday 5 July. Arriving early, the PFA welcomed us (I deputized my wife **Nancy**) with front row parking. Even though the gates weren't open yet, many homebuilts were visible from the parking area. Over 500 had already arrived by Friday night, even though the weather was marginal. Saturday's weather was forecasted to be perfect, and many aircraft were expected. The day dawned with low ceilings, but it quickly cleared and many aircraft were arriving as we watched. As we entered the grounds many PFA members noticed both the Chapter 1000 and *Project Police* badges and realized they were in trouble.

Cranfield turned out to be a smaller scale version of Oshkosh. By the end of Saturday there were over 1,500 aircraft on the field, representing almost all of the popular kit and plans-built designs. The sport aircraft movement in Europe has a different flavor than found in the US,

THE LEADING EDGE

however. With the high cost of gasoline (near \$4.00/gal) ultralights and very light aircraft are more common than the high performance types. The most numerous types present were the Europas, Team Mini-Maxes, Rans S-7s, Kitfoxes, and Avids. Also in attendance though were several RVs, Long EZs, Lancairs, Acro Sports, and even 1 WAR FW-190.

The top awards were presented on Sunday morning. The Best Plans-Built trophy went to a white Falco F8L (registration G-OCAD). The Best Kit-Built trophy went to a beautiful black with purple trim Lancair 360 (registration PH-BPM).

In addition to the outstanding workmanship demonstrated by the majority of the aircraft, I was impressed by the distance traveled by many of the attendees. Many aircraft had flown in France, Germany, and Belgium, but I also saw at least 10 that had flown in from Sweden. One Rans S-10 had even arrived from Finland.

I spent a lot of time exploring the exhibition tents, and looked at several version of alternative engines. The two drawing the most attention were the Jabiru 2200, and the two Mid-West Engines rotary engines. The Jabiru 2200 is a 2200cc 4-cylinder, 4-stroke, horizontally opposed air cooled engine developing 80 hp at 3300 rpm. The Jabiru's installed weight is under 120 lbs. Jabiru also had a composite kit aircraft on display powered by, you guessed it, a Jabiru 2200. I took several photographs of this well thought out installation.

Mid-West Engines had two versions of their rotary engines on display. The single rotor AE-50, and the twin rotor AE-100. The AE-50, a 50 hp model, is certified to JAR 22. The AE-100, a 100 hp model, is only for use in experimentals. One Europa was present with an AE-100 installation. Although the performance data on these engines looks good, the fuel consumption figures are on the high side. The data on the AE-100 shows max power consumption of 10 gal/hr.

The flea market and vendor areas were similar to stateside fly-ins with representatives present from Van's, Murphy, Stoddard-Hamilton (showing the GlaStar), Skystar, and Poly-Fiber. While inspecting the Poly-Fiber demo area, attention was drawn to the presence of a member of Chapter 1000 by a member of another Southern California Chapter. Working in the demo area were **Jon** and **Phyllis Goldenbaum** from Chapter 1. **No matter where they go, the Chapter 1 folks just can't get away from the Project Police.**

Overall the event was well organized, and there was only one incident. On Friday, the nose gear collapsed on a Tri-Q during landing, and the aircraft was destroyed by fire, but no one was seriously hurt.

All the PFA members who saw my badge welcomed Nancy and me, and we definitely enjoyed ourselves. We left the Rally with several bags full of literature, and I took lots of photographs. I will be forwarding the good stuff back to HQ Chapter 1000. This concludes the report on the 1997 PFA Rally **Project Police** Raid. (*Check out the Project Police Picture Pages Phor Pilots on the Chapter 1000 Web Site*)

- Dan Falbe

EAA Chapter 1000 Det 6
Mildenhall, UK

Boy, I just can't wait until next February when we get to "visit" Chapter 1 again in *Operation Rubidoux Sundown VI!*

Aussie Project Police

You may have thought it was just a cool hat that **Gretchen Lund** was sporting for *Operation Rubidoux Sundown V* as reported in the March 1997 issue of *The Leading Edge*. But it's true--there is an Australian **Project Police!**

As forewarned in last month's newsletter, **Graham Byass** of Perth, Australia (that's on the South-Western coast of Australia for the geographically impaired, and about as far South of the Equator as we are North) was here to visit us in the Antelope Valley on 26 July 1997 while on his way to Oshkosh, the Zenith Aircraft factory in Mexico, Missouri, England, and back "Down Under." Graham found out about Chapter 1000 while surfin' the web where he found our Chapter 1000 Web Site.

Graham works for a big telecommunications company and is building a Zenith Zodiac, or at least trying to find time to when he's not running off to China to help them set up an international car rally event. He is a member of EAA, and also of the Sport Aircraft Association of Australia (SAAA), an organization with similar goals to EAA. He brought us copies of *Air Sport*, the SAAA magazine, and *Western Flyer*, the Western Australian Division of SAAA newsletter.

A couple of exciting developments are taking place in Australia. It looks like they will very soon have a certification category identical to our Experimental Amateur Built category. Currently their system is more restrictive (I keep hearing from other countries that we Yanks don't know how good we have it).

The other development is on the small engine front. Dan Falbe mentioned seeing the 4-cylinder Jabiru 2200 80 hp engine in England. The Jabiru is built in Bundaberg, Queensland in Australia, and should be giving the Rotax 912 a run for its money. In the issue of *Western Flyer* left with us is preliminary information on a 6-cylinder Jabiru 3300 (i.e. just add two more cylinders) of 120 hp! Maybe going after the Continental IO-240? At 146 lbs, it is nearly the same weight as an 1835cc VW conversion of only 70 hp!

You may have read in the August 1996 *Kitplanes* about a big fly-in where about 120 aircraft flew into Langley Park in downtown Perth. Langley Park is a big grass field downtown next to the river which is normally used for sporting events. Long before that, it was the site

of Perth's first airport. Every three years, the SAAA is allowed to have a fly-in there. The approaches are rather exciting, with trees, power lines, and high rise buildings at either end of the park. The grass strip is 2700 feet long. Graham shot the photo of the fly-in shown below from a superbly restored Bell 47 helicopter. You can see the skid in the lower right corner. He left us an actual 6 x 8.5 photographic print of this famous picture.



Back to the Antelope Valley, Graham started his round of **Project Policing** by inspecting the Bearhawk progress. We then proceeded to the Edwards Flight Test Museum, and to the outdoor aircraft displays. We also determined that the NASA gift shop IS closed on Saturdays, much as we had suspected. After a quick lunch, we proceeded to Mojave airport. **Mike Melville** and **Dick Rutan** had stopped at Serpentine Airport, about 3 km from Graham's house, during their round the world flight. Unfortunately, they did it while Graham was in China. To correct this hideous offense, **Project Police** operatives had secretly convinced Kelly Hall to arrange a big party for all local EAAers to come to the Hansen's hangar under the "official" reason of welcoming Mike and Dick home, and to schedule it on the day when Graham would be here. There we saw fellow **Project Police** officers **Norm Howell**, **Gretchen Lund**, **Bob Waldmiller**, **Ron Verderame**, **Roy** and **Violetta Bailets**, and several Chapter 49 members known to be friendly to the **Project Police**. We inspected the aircraft there, finding Dick Rutan's "Old Blue" to still be equipped with the wing tanks, extra fuel tank in the rear seat, and HF radio installation. Mike Melville's Long EZ still had the wing tanks, but the rear cockpit had been returned to its normal configuration. We were then treated to a wonderful Tri-Tip barbecue and Dick and Mike spoke about their experiences.

Upon departure, we caught a glimpse of the Hansen's newly acquired PBY Catalina. Since it was sitting outside their hangar, you would be correct in guessing that it is the amphibious version. It currently does not have the rear gun blisters, but they should be in soon. (Gretchen--we need to get them to fly the Catalina in for the Fox Field Air Races--it's an impressive aircraft)

From Mojave, we proceeded to the Flying Snake Ranch, where we inspected progress on the Excalibur and Bob's recently converted Cherokee 140 glider, which is reported to have a severe aft-cg problem. Bob is doing a great job cleaning up and polishing the engine

compartment. By the time you read this, the engine should be back from overhaul.

After an enjoyable evening at the ranch talking about many aviation related subjects, this file for this raid was stamped **CLOSED**.

- Russ Erb

Project Police Influence Spreading

We here at **Project Police** headquarters received the following notice from Ed Dutreaux of EAA Chapter 20 in Redwood City CA. After reading the reports on our web site, he is forming an instance of the **Project Police** in the image of Chapter 20:

The suspect (Steve Casper) upon having been totally caught off guard by the Chapter 20 **Project Police** promptly opened his shop to our critical eyes. The general appearance of the shop was neat, the floor was swept, the work bench was neat (almost too neat), and the fuselage of Steve Casper's RV-4 sat quietly in its jig ready to be inspected. The **Project Police** promptly moved in for a closer look and were pleased to see some fine workmanship in progress. Many fingers were pointed at various fine details, and were discussed at length to decide if the proper path to completion had been taken. After a short session of hanger (or garage) flying took place, one of the **Project Police** members, also a EAA Tech Counselor, filled out the proper form to make this not only a fun but also a productive visit.

The point ratings are as follows: (all on a scale of 1 to 10)

Shop: 1; the shop generally looked clean like little work was happening.

Floor: 1; there were no metal shavings or paint splatters.

Tools: 2; some were left out like they were being used.

Dust: 7; there was not very much build up of dust (very nice).

Project: 8; it looks like its progressing nicely

Bribes: 0; there was no attempt to bribe the **Project Police** (we like beer and cookies)

Special: 2; little attempt to have the HMB police clear the road for our return trip over the hill.

TOTAL: 21

Watch out, because the **Project Police** can descend on a moments notice. Also, remember the scoring system.

P.S. there are more than 10 points available in the Bribe category!!!

Signed CHAPTER 20 PROJECT POLICE

The Exciting Adventures of Pin Hole Filling, or How To Make It Snow in Your Garage in Ten Easy Steps.

As you know, I excel in making it snow in my garage, not just with wing profiling (micro balloon dust) but NOW with pin hole filling dust!!! And I have come to this conclusion: **Anything done to a composite airplane that involves friction creates snow.....**

I have used many, many products to fill the pin holes on my Pulsar, and didn't like any of them for one reason or another. I won't use brand names, but ask me and I'll tell you. Last month on the internet Pulsar newsgroup one of the users said he had heard of a new product called **Smooth Prime** made by Poly Fiber. Smooth Prime was supposed to fill pin holes with out the use of putty knives and spreaders, just spray it on and sand it off and the pin holes are filled. And it was **Non-Hazardous**. You guys know what I'm thinking, another opportunity to spend money on the airplane..... I called Poly Fiber and ordered a gallon. I also had to buy a new HVLP gun to go along with the Smooth Prime (Jim Piavis whispering in my ear) to put it on with. Everything arrived and I decided to start with the horizontal stabilizer.

The Task:

When the Smooth Prime arrived it seemed like the can was awful heavy, so I called Poly Fiber and said that the can was pretty heavy and asked how much it weighed per square foot once it was applied. The Poly Fiber guy said that it was water base and that it was the water that weighed so much; once the water evaporated it didn't weigh much. So I asked again how much does it weigh once applied, being very weight conscious just like the rest of you guys. He said the product was so new that they didn't have a spec on it yet.

I was still worried about it being too heavy even though it would fill pin holes easily, so I decided to find out for myself on the horizontal stabilizer. I used West System and micro balloons to fill the seams and imperfections and then sanded it smooth in preparation for the Smooth Prime. Then I made a short trip to Vons Grocery store and persuaded the Deli person to weigh the stabilizer. It went something like this: Let me have a pound of bologna, some of that potato salad, four of those rolls, a half pound of Swiss cheese, weigh this stabilizer, some of those pickles, etc..... Anyway, I got it weighed on an electronic scale that went to hundredths of a pound. It weighed 5.53 pounds.

I got everything set up. This consisted of washing the part with an alkaline cleaner (409 works) and then drying it off and wiping it down with rubbing alcohol. Poly Fiber recommends that you thin Smooth Prime with water (Geeze, the thinner for this stuff is cheap!) 4 to 1 and spray it with a needle and nozzle rated for urethane paint. I mixed the stuff up, put it in my new HVLP gun, and laid down a beautiful coat of Smooth Prime on the stabilizer. Well that's the way it was supposed to happen. What really happened is that 10 pounds of pressure was not enough to get it to come out of the gun. I didn't want to thin it any more because then it wouldn't fill the pin holes.

Plan B: I switched to my High Pressure gun and at 35 pounds of pressure it sprayed nice, but the stuff dries so fast that I couldn't get it to flow out. I got a lot of orange peel on the surface. Smooth Prime dries fast--you can sand it in half an hour. I sanded the first coat and 70% of the pin holes were filled. Incidentally, it sands good wet or dry. I picked dry because, you guessed it, I love that white snow, but also because wet sanding turns that white stuff back into paint that drips down and stains the garage floor (it's just about all cleaned up Diane, honest....). I shot another coat and tried different air pressure, spray patterns, distance from the surface with the same results, lots of orange peel. Sanded that one down and had 90% of the pin holes filled. I forgot to tell you that I purposely left some large air bubbles unfilled to see if Smooth Prime would fill them; it did. Next I tried a brush--didn't work. I got lots of streaks and a lot of sanding to get them out. All of the pin holes were filled on the stabilizer so I went on to the elevator. But first I went to Home Depot and found some really nice foam rollers about 6 inches wide. Did all of the same prep but decided to try the roller. I found this to be the best way for me to put Smooth Prime on. An added benefit was that the roller forced the Smooth Prime into the pin holes and it took less time to fill them and there was less wasted filler.

The Results

Now the big question was: How much does this stuff weigh? Went back to Vons and asked the Deli person to weigh it for me. Different Deli person--she thought I was nuts (well, maybe). So, smooth talker that I am (and 5 pounds of cold cuts later), she weighed it. It now weighed 5.91 pounds. It picked up .38 pounds. I was kind of surprised--I didn't think it picked up that much weight. I sanded it down until it was translucent so there wasn't a lot of Smooth Prime on it. So, back to the garage to do some math.

The stabilizer has 1622.8125 square inches of surface. That equals 11.269531 square feet. The additional weight (.38 pounds) divided by the square footage (11.269531) equals the weight of Smooth Prime per square foot which is .0337192. I think that this is acceptable, but I have no frame of reference when it comes to these things. This is when I ask Russ Erb if he will help out and let me know if other fillers and primers weigh more, less or about the same. (Notice how you can get the other chapter members to help you if you write something for the News Letter.....) (I asked Brian Martinez and Norm Howell. Brian's only response was "Tell him to sand all of the filler off in any case. The only filler you want is that which fills the pin holes." To Roy Bailets: Any inputs?)

Anyway, I think this is a good product. It is very easy to fill pin holes with (as compared to other fillers and methods) and I plan to do the whole Pulsar with it unless Russ comes in yelling and screaming "Don't do it, Stop you Fool". (*Wait! Wait! But what about...oh, never mind. Go for it--and let us know how it goes. Now, how can I sell foam rollers from Home Depot to Jon Goldenbaum of Poly Fiber at a grossly inflated price--call them "aircraft grade"?* *Hmmm, maybe...*) If you want any more information about Smooth Prime or want to see what it looks like, just ask me! Even better, if you want to put it on

and sand it off, COME ON DOWN!!!! I would be glad to show you how to do it. What's a little more snow?

- George Gennuso

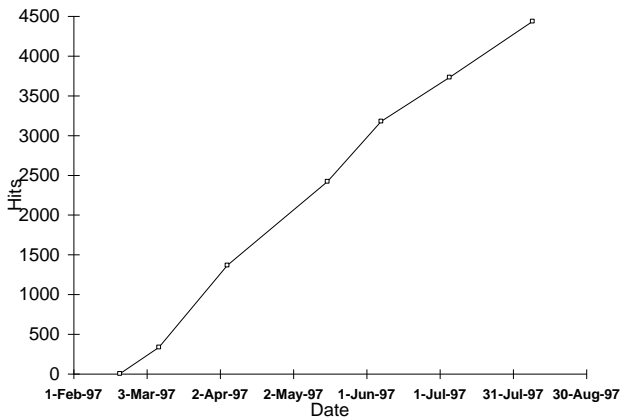
Reminder for Bob Mackey: Now is the time to put in that request for next year's budget to travel to Rosamond CA in May 1998 for next year's Seventh Annual Scotty Horowitz Going Away Party. It's a fly-in you won't want to miss!

Interesting Fly-Out Location

On a recent trip to San Jose, I found yet another airport which might make a suitable destination for your next flying trip. Fly to Mefford Field (TLR) in Tulare CA (N36-09.38; W119-19.57). It's between Porterville and Visalia. Here you will find on static display a B-17 and an F-4. If your driving, take CA 99 north from Bakersfield. The aircraft are visible from the highway.

Web Site Update...

As of 9 August 1997, we have 4432 hits on our Web Site! See the graph of the activity below.



Usage History on <http://www.eaa1000.av.org>

A major addition to our web site covers all of the details you'd like to know about the upcoming Fox Field National Air Races. You'll find your way there easily from the home page of our web site.

You'll also find a new link to the official Edwards web site for the upcoming Edwards Open House, celebrating the 50th Anniversary of Supersonic Flight.

Here are a couple of the responses recently received on our web site:

Hello,

I found my way here via a card given to me at the newsletter awards program at the Theater in the Woods last week. The guy who accepted your award (CONGRATULATIONS, by the way) gave it to me. (That was Norm)

Thanks for the invitation to glean material from your site. I will check it from time to time. I do our newsletter here in Chattanooga. Thank you.

Cordially,
Charlie Edwards
Chattanooga, TN

Nothing witty, just wanted to let you know that you have a great site. Since a co-worker downloaded some cartoons of bad taste my time on the web has been severely curtailed and it was nice to come across so much information in one place.

Just purchased an RV-6 kit at Oshkosh last week so the material on corrosion and BAC will be very interesting to read (it should be printing now).

One column that we occasionally do (some ATP's take credit, but I think they either make it up while computers are flying their planes or steal it from someone else...) is a "Heard Over The Airwaves". My favorite, "If you can hear this message, traffic no longer a factor."



Just a reminder that the EAA Chapter 1000 Web Site is hosted courtesy of Quantum Networking Solutions, Inc.

You can find out more about Qnet at <http://www.qnet.com> or at 805-538-2028.

When is EAA going to sponsor a Web Site Competition? We're ready, bring on the competition!

Chapter 1000 Calendar

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

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

Sep 6: Fly-out to Fresno Sierra Skypark (Q60), 144 nm. Meet there at 10:30 am. Lunch put on by Fresno Skypark members and EAA Chapter 376. (805) 256-8433

Sep 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

Sep 13: Chapter 1000/49 Young Eagles Flight Rally. 7:00 a.m., Fox Field (WJF), Lancaster CA. (805) 948-4431

Sep 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

Oct 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (805) 942-7149

Oct 9 - 12: Copperstate EAA Regional Fly-In, Williams Gateway Airport, Mesa AZ. (520) 228-5480

Oct 11: Chapter 1000/49 Young Eagles Flight Rally. 8:00 a.m., Fox Field (WJF), Lancaster CA. (805) 948-4431

Oct 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

Oct 18 - 19: Edwards AFB Open House and Air Show. Homebuilts on display in Hangar 1600.

Oct 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

Oct 31 - Nov 2: 1997 Fox Field National Air Races. 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. Call Fletch Burns 760-373-3779

Carbon Cloth Available: \$18/yard (+ tax), Style: AG370-8HAA-42"-GR. Available weekends at FOX FIELD - call David File at 1-800-500-5215. Heavy weight satin weave (10.X oz/yard²) useful for local reinforcements and for reducing the overall laminate weight wherever fiberglass thicknesses are excessive.

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: mpcubed@ptw.com

Gary Aldrich: gary_aldrich@pobox.com

Miles Bowen: bowenfam@tminet.com

Mike Meyer: aerosong@ptw.com

Inputs for the newsletter or any comments can be sent to Russ Erb, 805-258-6335, by e-mail to erberman@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 19 AUGUST AT TPS

JIM KING REMEMBERED

INTERNATIONAL PROJECT POLICING

FILLING PIN HOLES

