



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

Voted to Top Ten Newsletters, 1997, 1998 McKillop Award Competition

President	Gary Aldrich	805-490-1476
Vice-President	George Gennuso	661-265-0333
Secretary	Miles Bowen	661-822-0806
Treasurer	vacant	Could be You!
Newsletter Editor	Russ Erb	661-258-6335

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

May 1999

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:

**No Third Tuesday Meeting This Month!
Instead, We Expect You To Participate In:**



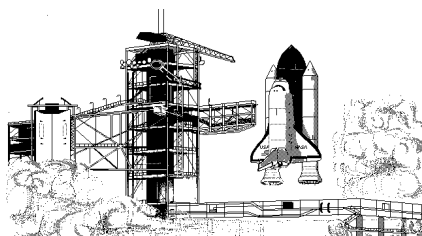
Eighth Annual Scotty Horowitz Going-Away Fly-In--15 May 1999, Rosamond Skypark

Since obviously everyone including you has made plans to attend our big annual event, you can consider this a friendly reminder (You do plan to be there, don't you!?). Unfortunately, **Glenna Wagner** has not been available this year to do her magic, but we'll be doing our best to make sure that we will all be well fed. The Bar-B-Q will be fired up and operating from 10:00 am to 1:00 pm. The **Project Police** have submitted a request for good weather that day.

A One-Shot Spot Landing Contest is planned for arriving aircraft. A People's Choice award for the best static display is also planned. You could volunteer to help with this (it's easy!) or many other jobs.

Flyers have gone out to surrounding chapters inviting them to join us. You'll want to be there to enjoy the fun! Numerous members of Chapter 1 have confirmed that they will be coming to check on that rumored **Project Police Hospitality**. **DON'T DISAPPOINT THEM!**

NEWS FLASH: Scotty Horowitz has said by e-mail that he plans to attend his namesake fly-in again this year. You'll want to get there early to see his NASA T-38 fly-by! Where else but Chapter 1000 would someone be invited back each year just so we can say goodbye again? Those of you who have never met "Doc" will want to be there to finally meet Chapter 1000's first and favorite astronaut!



The Prez Sez...

Fellow **Project Policemen**, er, **Police-persons**: No doubt you have seen the alleged exposé of our righteous organization in the pages of that all-to-common-on-the-west-coast aviation rag, **Pacific Flyer**. If not, scoop up the April edition off the floor of the nearest airport bathroom stall and check out page A40. Here, you'll find a blatant breach of security in the description of **Operation Rubidoux Sundown VII**. It seems the size of our **PPTAF** in that operation, coupled with a rather high profile arrival and the terror-stricken, though ineffectual response of the Flabobians (take a breath here...) attracted the attention of "the media". The result was an obviously flawed, though sometimes flattering, story accompanied by {gasp!} actual pictures of the raid (*all but one blatantly stolen from our web site, even though some credit was given*). The valiant and stalwart raiders were referred to by such adjectives as "black-shirted", "jack(Gentry?)-booted", "nefarious", and "ominous". While true to some extent, it's still a pretty cold treatment of an organization dedicated to the advancement of aviation and chocolate-chip-cookie science. I guess that's all you can expect from a reporter named after a bird of prey. Most of the "facts" in the article were, indeed, loosely based on the truth (according to us) since they were lifted from our own electronic archives. However, one glaring error demands correction. The article's author claims that "a member of any EAA chapter" can aspire to wear the coveted black shirt. Well, back the editorial train up, Peregrine! Chapter 1000 membership is one of the most basic requirements to join THESE ranks! (*Apparently he confused the requirements for a member to form a Project Police organization in his own chapter with the requirements to join the Chapter 1000 Project Police*) There are some other requirements, even some that were listed in the article, and as soon as we find the missing bylaws...well, that's another story.

What will happen now that we have semi-national attention? Well, that remains to be seen, though chapters other than One, might begin cowering at the thought of a visit by the "mean-spirited miscreants" of the **Project Police**. That wouldn't be all bad...especially if they start cranking out the C³.

THE LEADING EDGE

Finally, to answer the probing and thoughtful questions at the end of the article: Yes, Maybe, and Yes. As to the fate of the reporter...that's *PPSNTK*! Until then, all troopers are reminded to respond to all media inquiries with the standard *PPTAF* answer: "It could'a happened!"

See you at L00!

- Gary Aldrich, Kommanding

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB
1700, April 20, 1999

Gary Aldrich, Presiding

Delays, Delays

Our illustrious Secretary was overcome by events (OBE) and was unable to get the meeting minutes in on time. You'll just have to wait until next month to read about what went on. For now, suffice it to say there were some announcements, recognition of visitors, a review of project status for those assembled, and the Sun'n Fun '99 report by **Russ Erb**, **Gary Aldrich**, **Doug Dodson**, and **Gail Nusz**. The Sun'n Fun report will be published separately in this and following newsletters.



Young Eagles Update

March 13th Rally at Fox

What a great turnout by our EAA members!!! Thanks for your help!!!! We had 22 YEs, 12 pilots!!!, and 4 ground crew. This brings this year's Young Eagles total to 77.

See you at the next rally. (NOTE: there are 2 people who CONTINUE to make every rally this year - please help me thank them!!!) (hint: ground crew).

Flight Crew

Pilots	Equipment	#YE
Ron Applegate	Cessna 140C	2
Miles Bowen	Cessna 170B	3
John Bush	Cessna 140	3
Lane Carlson	Cessna 172	3
Mike Hartenstine	Cessna 120	2
George Heddy	Cessna 172XP	2
Ozzie Levi	Bellanca Cruisair	1
Ed McKinnon	Mooney 231	2
Space Miller	Cessna 172	3
Dick Monaghan	Luscombe 8A	1

We ran out of YE before Herb and Con could get in line.

Thanks for being there Herb and Con!!!

Herb Carlson Cessna 152

Con Oamek

Bonanza F-33-A

Ground Crew:

Paul Rosales
Kristin Abraham

Victoria Rosales
Don Robinson

- David McAllister

Young Eagle Operations:

Dave Webber
Dave.Webber@dfrc.nasa.gov
dawebbs@ptw.com
948-9589

David McAllister
David.McAllister@dfrc.nasa.gov
256-4829

New Members

This month we welcome three new members, all at outlying locations. First up is **Nathan Davis** of Tipton IN. Nathan joined up with Chapter 1000 after spending a few days with the Sun'n Fun '99 *PPTAF*. Nathan is building a Glasair III, and met **Doug Dodson** through AVSIG on Compuserve. When not building his Glasair III, Nathan keeps current in go-fast aeronautical contrivances in his Piper Aerostar, a mid-wing turbocharged twin. Nathan and Doug flew the Aerostar together to Sun'n Fun in 1997 and 1998. This year Nathan met us at Lakeland for Sun'n Fun. You'll read more about that in the official Sun'n Fun *PPTAF* report to be published in this newsletter. For now, suffice it to say that Nathan's Aerostar has been the fastest aircraft in the Sun 60 race in 1997, 1998, and 1999.

During the 1999 Glasair Hooters Gig during Sun'n Fun on Monday night, one of the Glasair builders asked to be told more about the *Project Police*. This inspired **Erbman** (not a Glasair builder but a member of the *PPTAF*, who are, of course, welcome everywhere) to start working the crowd, passing out Chapter business cards, talking at high speed, and generally flailing his arms around. At this point, Nathan Davis couldn't stand not being part of this illustrious organization any more and handed over his \$20. Nathan then started putting the thumbscrews on **Ron Cox**, another Glasair builder from Indianapolis IN. Ron finally gave in and handed over his \$20. This was a shrewd move on his part, as the *Project Police* had intelligence reports that Ron was in possession of an official *PPTAF* black uniform shirt (originally sent to Doug Dodson (too big), who gave it to Nathan Davis (too small), who gave it to Ron Cox (just right) (*did we just slip into The Three Glasair Bears?*). The *PPTAF* was primed and ready to demand his \$20 membership fee if he had been so silly as to show up wearing the shirt. He didn't, but his smart move in joining has legitimized his *PPTAF* uniform. When Ron is not busy building his Glasair, he keeps busy in a slightly larger and faster aircraft, namely whatever airliner United Airlines puts him in the Captain seat of.

Russ Munson is our third new member, who comes to us not from Sun'n Fun, but from New York City where he lives with his wife **Linda**. He took a trip in September 1997 to the Mojave Desert to write a piece for *FLYING* magazine (appearing in the March 1998 issue). He got the *Project Police* bug, and spent a year and a half trying to

shake it, but finally decided to give in. As he wrote on his New Member Information Sheet, "**Norm Howell** helped me with the Edwards AFB part of a photostory I was doing for the March '98 issue of Flying Magazine on flying the Mojave. I stayed with **Norm, Gretchen, and Bob Waldmiller** at their house, and on Saturday, 9/13/97, met them at Lancaster to take part in the Chapter 1000 Young Eagle program. Flew my Super Cub there, and had a great time with **Norm, Russ Erb**, and some of the other members. Thought they were a great bunch of guys, and wanted to join the Chapter even though I live beyond a comfortable commuting distance. Not only that, but you have a great web site and patch!"

Welcome to all of our new members! Remember, you can form your own Detachment of Chapter 1000 by submitting an article on any subject suitable for publication in *The Leading Edge*. See the History of Chapter 1000 page on the Chapter Web Site for a listing of the current Dets.

Unique Home Furnishings

Last month **Arlene** and I were discussing stronger storage shelves in the garage so that we could add to our normal pantry supplies with heavy-mondo food stuffs from Costco. We were getting down to discussing the possibility of perturbing and permutating the EAA work benches into said stronger storage shelves. We went a little further in our discussions while I was building up an extra work bench for "the project" and started discussions of a computer desk derivative for my oldest son **Sten**. The newest derivative would incorporate stained and plasticated stud timber with covers over some of the more obvious screw holes. Haven't done any of that yet, just thought about it.

Anyhow, it comes as something of a surprise that when I break open the latest issue of *THE LEADING EDGE*, what do I find on page 4. The synchronicity of this is strange to say the least. It was probably only a matter of time. **STORAGE SHELVES!!!!** The guy must have my home bugged.

So, where is all this going? Ok, we now have discussed the computer desk variation. I propose another direction. For those industrious bachelors out there I would suggest a full line of furnishings based upon the humble work bench. We already have the tables so we need chairs, bed frames, coffee tables (a shortened version of the normal work bench), and dressers. This would be perfect for those families on a budget who go into sticker shock at Levitz; or for the odd hunting lodge and vacation house. A guy could really get to love pine when you take this to its logical conclusion.

And, let's go a bit further on this thing. If we collect the assorted plans for all these variations along with pictures detailing the construction process, a do-it-yourself book could result. Chapter 1000 could sell this book through EAA, Aircraft Spruce, Wicks, and a number of lumber stores nation wide to support the chapter. We could provide the book at cost for charities such as the Red Cross, Peace Corps, International Aid, US Army Special

Forces (is a charity? I know it is tough to get funding, but...), and missionaries of every persuasion.

What-da-ya-think??????

- **Brian Martinez**
Idea Man

Sun'n Fun 1999

or

Doug, Gail, Gary and Russ's Excellent Adventure



Beginnings

My part in this great adventure started on an otherwise normal January 1999 day at TPS. For some reason that I no longer recall, I walked into the room where **Gary Aldrich** and **Doug Dodson's** cubes were. As I approached, I noticed that Gary and Doug were in their somewhat usual position of talking to each other across the aisle. The first words I heard were Gary saying "...such as Russ!"

Now I'm trained from many years of experience to realize when I hear words like that it means one of two things—I've just been roped into something, usually work, or Gary's trying to make me think that I have been. I know this, because I do the same thing frequently.

To understand what was really happening, we need to back up some. Based on Prezident Aldrich's column in the August 1998 *Leading Edge*, Gary and I had discussed considering a trip in the **VC-180 Fighting Skywagon** to **AirVenture '99**, but that's about as far as the planning had gone. Later on, Doug had proposed a trip in the Fighting Skywagon to Sun'n Fun '99. It seems Doug had an offer too good to refuse: Free Lodging for the entire trip. Those plans changed after **Gail Nusz** and Doug bought a **M20C Strike Mooney**. Now the discussions had changed to Doug and Gail flying the Mooney to Florida along with Gary flying the Skywagon. Doug was concerned that Gary's expenses had just doubled since he wouldn't be splitting the cost with anyone. Gary was telling him not to worry, as he was sure he could find someone interested in flying with him "...such as Russ!" Ah, this is where I came in.

After plenty of deliberation (maybe 3.81 seconds), I declared "2's in" and we were on our way to a great adventure. When I asked Gary about the Oshkosh trip, he said that he would probably only make one big trip this year, so if we went to Sun'n Fun we wouldn't go to Oshkosh. That was fine with me, especially since Sun'n Fun fit better with other family plans than Oshkosh...er, AirVenture, did.

How exciting! An Ultra-Long Range *Project Police* Patrol, one that in the future would probably only be matched, not exceeded. Also, this would be my first trip to either AirVenture or Sun'n Fun. Prior to this, the largest fly-in I had attended was Copperstate.

I figured I would take on one task that I was qualified for—navigation. I ordered up a whole mess of sectionals to draw lines on. As the plan was further refined, I ended up with two lines on the chart. If you want your course line to really stand out, mark them in black ink, then go over them with a fluorescent pink highlighter. The color shows up and doesn't exist elsewhere on the chart. I also found it helpful to highlight the "North" or "South" on the outside of the chart as appropriate to tell me which side the course line is drawn on. This, of course, is more of an issue with East-West courses than North-South.

The Adventure Begins

With as much planning done as we could stand, I arrived at Hangar 702, William J. Fox Airfield at approximately 0530, 9 April 1999. I could tell this was going to be interesting when I looked up at the street light and saw snow coming down. Gary was already there preflighting the Fighting Skywagon. We loaded the necessary gear into the appropriate places, made sure the charts were actually in the airplane, did a detailed Weight & Balance ("You think that's okay?" "Yea, that should do.") and pushed the airplane out of the hangar. Not wanting the hangar to be totally empty, we parked our respective *Project Police Ground Assault Vehicles* in the hangar, closed and locked the door.

We contacted our wingman via the *Project Police Strategic Communication Device (PPSCD)*, aka cell phone to cell phone. Doug confirmed that they were ready to go at Rosamond Skypark and would rejoin with us over Fox. Gary and I climbed in the Skywagon, strapped in, fired it up, and the *PPSCD* rang. Seems the Strike Mooney was taxiing out to the runway without the electrical system charging. Doug returned to the hangar, to pull up in front and see what he could do to fix the problem. We decided to go ahead and taxi out to the end of the runway and await further news.

As Doug pulled in, the gremlins figured they'd had enough fun, and the generator started charging. Of course, the space in front of Gail and Doug's hangar is so small that he had to shut down, get out, and manually turn the airplane around. They got back in, fired it up, and all systems were go. Another call on the *PPSCD* told us that they were on their way.

We monitored the tower frequency (Fox tower wasn't open yet), and soon 43Q called in inbound for Fox. We took the runway, and as Gary pushed up the throttle, he captured the moment, saying "And the adventure begins."

Double Hecto-Knot Speed Demons

Of course, the first task was to rejoin the formation. Upon request, Doug reported his position as "3 miles south of Fox." Now we knew Mooneys were fast, but how did he already pass Fox, and why? Before Gary and I could fully process these questions, Gail pointed out Doug's error and he reported his real position "3 miles NORTH of Fox." He had the mega-humongoid landing light on (the one that draws about 137% of the generator's output capacity) and we quickly picked him up in the dawn sky.

Doug rejoined on the right side, and we continued our climb up to 9500 feet. We checked in with Joshua

Approach, and soon Doug had figured out an appropriate throttle setting to stay in formation with the Skywagon.

We settled into the routine, cruising across familiar California deserts, which continued pretty much without incident until after passing Prescott AZ. About this time we came upon a front that we had expected. The bottoms of the clouds kept descending, pushing our altitude down. Even though we were flying at many thousands of feet, the terrain in Arizona is also at many thousands of feet. East of Prescott we came upon a rather large sucker hole (it would have kept P.T. Barnum busy for a few months at least). More like a cloud canyon. Looking up at what seemed to be tops only about 2000 feet up, Gary asked Doug "You think we can climb on top of that?" Doug thought we could, so forward went mixture, prop, and throttle (already forward) and up we went. There wasn't enough room to just climb in a straight line in this long but not as wide sucker hole, so we climbed in a pattern somewhere between a racetrack and a furlball. As we were climbing, the controller at ZAB (Albuquerque Center) got confused and called "Six Niner One Flight, did you find something interesting to look at out there?" We told him that we were just climbing through a hole to get above some clouds. This was also the time that we determined that the Skywagon could out-climb the Mooney, even though the Mooney could out-run the Skywagon. This would cause us to modify procedures later.

The clouds finally topped out around (uh-hmm) 15,000 feet, at which time the Skywagon was still climbing at over 1000 feet/minute. Perhaps an updraft that had something to do with the hole being there. At this point, we were through the front and able to quickly get back down to 11,500 feet.

The best part of this leg was that thanks to the front, we had some serious tailwinds! We frequently saw over 200 knots ground speed on the old GPS, and I seem to remember seeing at least 220 knots at one point. With a calculated true airspeed of about 131 knots, that was quite an accomplishment! It didn't do much for Gail's sanity, as Doug would yell in excitement every time he saw over 200 knots on the GPS. Over Arizona at altitude is not a good place to have a heart attack (as if there is a good place).

Howling Gales (Not Gail)

Soon we were screaming up on our first planned stop at St Johns Industrial (SJN). This is a great place to stop because they have cheap avgas (if you can call \$1.67/gallon cheap, but it's a relative thing). The GPS told us it was time to start our descent, and we did. As expected, about the time we descended below the cloud bases, the turbulence began. About the time we were down to 10,000 feet, Gary called inbound for landing to St Johns UNICOM for airport advisories. The response came back something like "Uh, you may not want to do that. Winds right now are right down the runway at 40 knots gusting to 60." Yikes! We could probably land in that, and might even be able to hover taxi, but normal taxiing was out of the question.

We quickly abandoned any ideas of landing there and set out for the next possible stop. Looking at the chart, the next opportunity to land was in Albuquerque, 122 miles away! This realization spawned emergency procedures in

Mooney 43Q, whose crew had been timing their beverages expecting to land at St Johns. Now we had to go another 122 miles! Fortunately, with the tailwinds we had, it wouldn't take as long as it normally would.

Climbing back up to 11,500 feet we still weren't out of the turbulence. Looking at the ETE to Albuquerque, I did some quick mental calculations and determined that we could climb above 12,500 feet and would start our descent in less than 30 minutes. Sounded good, so we climbed up and got above the turbulence at least for a little while.

Crossing into New Mexico, we watched as one hour zipped by in an instant as we entered MDT (Arizona stays on MST, which is the same as PDT). We started the let down at the appropriate time and set up to land at Double Eagle (AEG) where the winds were only like 25 knots. Ah, just like home.

Route of Flight: WJF (L00) – HEC – EED – DRK – SJN – AEG. Flight time: 4.2 hours.



We parked and requested fuel. I walked away from the airplanes to set up the photo shoot. After taking the picture, the wind snatched the flight plan for the next leg out of Doug's hand and took it flying across the ramp. Doug took off after it, and as I figured I had a better angle on it, I took off on a converging intercept. The paper blew between two hangars, and flew until it was caught in the vortex at the back corner of one of the hangars. I picked it up, and after the excitement diminished, my lungs rudely informed me that we were now at an elevation of 5834 feet, not the 2302 feet I was used to.

Going inside, I noticed copies of *Pacific Flyer*, which I showed the **Project Police** article to Gail, who had not seen it yet. After a rest room stop, we were paying for the fuel when we mentioned that we were on our way to Sun'n Fun. They were so impressed they gave us a discount on the fuel. Figuring this was a good thing, we decided to go for broke by informing them that we were the world-famous **Project Police**, and showed them our pictures in the *Pacific Flyer*. They were duly impressed, but didn't give us any bigger discount. We told them that this trip would eventually be written up and on our web site. **Page**, the lady who took our money, wanted us to be sure to mention her name. We said we would, and we just did.

Double Eagle had a cool setup on UNICOM that we hadn't seen before. Key the mike 3 times and you would get automated airport advisories over the UNICOM frequency. Kewl!

(We'll leave our intrepid travelers in Albuquerque for now, admiring their pictures in the Pac Flyer. As you can see, this saga is going to take a while. Just think of it as a serial...)

- **Erbman**

Official Trip Historian

Project Police Aircraft Spotters Obscure Airplane Identification Contest

Well, no congratulations go out to most of you—nobody beat **Jim Piavis** to the punch. He was even working under a handicap: Someone in the US Postal Service delayed his newsletter by two weeks, and still he was the first to respond! In fact, he was the only one to respond! Bragging rights are still squarely in Piavis' court. I might have to go to a lower level of obscurity to give him some competition...anyway, here is his response:

"I love a challenge! But you have to make it a little harder. At first I thought this was a Martin B-10 variant, but that was not the case!

The aircraft of the month is a **Curtis A-8 Shrike** (closely resembling the YA-10 but differing by powerplant), as seen in the attached .gif.

Also see this link:

http://www.csd.uwo.ca/~pettypi/eleven/baughner_us/a08-01.html for some really good info on development and squadron assignment.

You have to remember that the '30s were a great time in aviation for the biplanes and early monoplanes, in addition to the really great paint schemes.

The attached .gif shows an A-8 in early camouflage while assigned to 3 AG and is one of thirteen YA-8 and Y1A-8s built in 1932, out of a future total of 46.

Better luck next time evil Editor.

Jim"



This quiz started with the quest to identify an unknown aircraft in a picture on the wall of TPS. **Lee Erb** gets credit for putting your editor on the successful path to identify it based on a textual description.

As you can see, this aircraft has a large number of drag-producing devices. External struts above the wing for the landing gear. Flying wires and Landing Wires. External gunsight. Fixed landing gear (at least they're faired). Most of all, two (!) canopies, the rear (gunner's) canopy was open to the rear, with no option to close it! Some airplanes are so ugly, it's just as well they didn't stick around. (Insert your own YA-10 joke here).

Why 2K? Fly-out

John McMurray

19 Mar 1999

With so much worry devoted to the Y2K computer problem, it seems to me the general aviation community should show the world we still have the fearless thirst for adventure of our barnstorming forefathers. So my wife and I plan to takeoff around 2345 on December 31, 1999 and remain airborne until at least 0015 on January 1, 2000. I know for a fact our Luscombe doesn't know what century we are in, so the Y2K bug won't be a factor. We'll turn off any gadgets, like GPS, that might go sour at the millennium's dawn and fly like Lindy, whiskey compass wobbling faithfully in the moonlight. While the FAA and the airlines are wrestling with computer glitches, we'll conduct a VFR flight with no problems, knowing at least one segment of the modern world is still functioning normally. For the VFR pilot, Y2K is not a factor in safe flight, hence "Why 2K?" There are a few details to consider. Do we fly at 2345 local time or UTC time? UTC makes more sense because the FAA computers run on it, so if anything exciting happens, it should occur at 2400Z. Here in the Central Time Zone, 2345Z will be 1745L (1545L here in Chapter 1000 land), so we'll have a pleasant evening flight with plenty of time to get home in time to watch the Times Square ball get hung up because the computer doesn't work. A second detail is whether to file a flight plan. My impish side tells me filing a VFR flight plan overlapping the Millennium just when the FAA is entering the biggest pile of caa-caa seen to date would be a nice gesture to our friends in the gray suits. On the other hand, conducting a VFR flight safely with no input from the Feds while the rest of the air traffic system is crashing down around the FAA's ears makes a wonderful statement about the self-sufficiency of the light aircraft community. So, I'm not filing and I'll check the weather in time-honored fashion by looking out the window. As for the local details, both my wife and I will make sure we are current in reality, not just legally, and that we are fit to fly, to include making extra sure we avoid the punch at the office party that afternoon. We'll get to the airport early and have a chat with any other pilots who might be thinking along the same lines. If there are a number of us, we'll probably review pattern procedures, frequencies and perhaps lay out a flight path. Since it will be dark in this part of the country when we get back, we'll probably have a couple folks with cars well off the side of the runway of our uncontrolled (oops, I mean non-towered) airport ready to light up the touchdown zone just in case the power company's bug hunt wasn't completely successful. We'll watch the local airspace restrictions, stay above the appropriate minimum altitude and won't show off. We'll clear diligently and monitor the local VFR frequency. We may switch over to Center frequency as midnight Zulu approaches and listen quietly to see if anything exciting occurs. Quite frankly, I don't expect anything major, but if it does, our flight won't be affected. And that is the point of the exercise: make a routine, safe VFR flight without relying on the FAA or the Air Traffic Control system. That's my idea. This is not an organized event or demonstration. I'm simply planning a VFR flight like we all make every day and look forward to seeing you at the

air patch if you're of like mind. Feel free to forward this email to anyone who might be interested. Fly safe in the new Millennium.

AVweb responds... Where can we sign up? --Mike Busch, Editor-in-Chief

Aircraft Spruce E-Mail Address Change

For those of you doing business with EAA Chapter 1000 member and **PPO Charleen Beam** at Aircraft Spruce & Specialty, take note that her e-mail address has changed. It is now **csb@aircraft-spruce.com**. The old address no longer works.

New Project Police Assault Vehicle

(It was only a matter of time before someone took the interpretation of the word "Assault" too far...No, Vance hasn't released any plans yet...)

You should have raided the Pt Mugu air show and you would have seen the **Super Sport Cruiser** in it's new **COIN Fighter** mode—a natural to be added to your fleet. First showing of prototype mini gun simulant mounted under the left wing. Motor driven, it spins with intimidating speed and the ominous sound of the "bolts" falling home. It will be refined for the Camarillo Father's Day fly-in such that it will spew empties out the bottom.

- **Vance Jaqua**

EAA Chapter 1000 Det 8, Camarillo CA

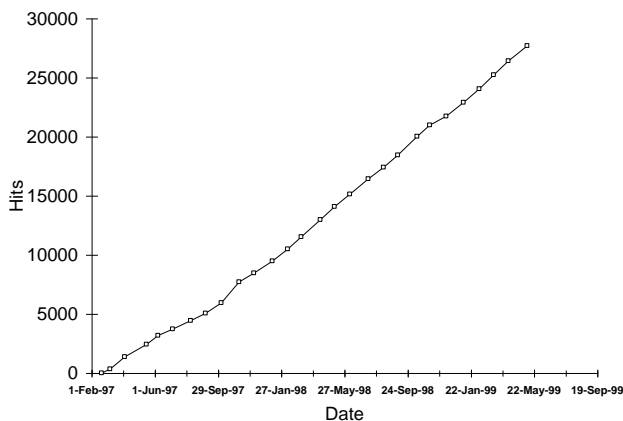
(See it on the next page...)





Web Site Update

As of 9 May 1999, the ol' hit counter had rolled up to **27697** hits. The hit rate was back down to a more normal 36 hits/day, which was kind of surprising with the "exposure" we got in *Pacific Flyer*. Still not much new there between Sun'n Fun and working on the Bearhawk. Then again, those who want the latest news join the chapter and get it in the newsletter.



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

Time to bring you up to date on some of the Web Site e-mail we've received here at Web Site HQ:

"You have a great web site. Sucked up lots of information for my Lancair project. I scanned your engine articles as I am an engine-head and mechanical engineer myself. Additional comment on why exhaust valves are smaller than intakes: as you noted, you can push harder with the piston on the upstroke than the atmosphere can push the intake mixture in. But also the sonic speed of the exhaust gases is much higher because they are hotter, the speed of sound going as the square root of the absolute temperature. The combination of higher sound speed and lower density combine to let the exhaust gases leave very quickly (on a velocity basis). (*An excellent point I had not considered*)

Again, wonderful site. Hope to visit your chapter someday. (I am located in Silicon Valley)." -- Fred Moreno, Chapter 62

"I put out the AV 99s newsletter - SKYWORD and once in awhile I will catch a typo or such and I realize it has been in for the last couple of issues and nobody has brought that to my attention, and then I wonder..."Does anybody read this?"

Your chapter has a GREAT website/news/photos!" -- Diana Tanner

"I'm sure happy to have found your Chapter 1000 page(s), including the "How To" on web pages. I especially like the monkey GIF. Can I steal it?"

I like your table design also, though I've come to believe in 1 1/4" MDF is a great top with 2" overhang all around for clamping.

You might enjoy seeing the planes I'm helping to build www.dreamwings.com

Thank you, John Thornburg"

"I just wanted to let you know that your website on creating web sites was extremely helpful. I've recommended it to several people who want to design their own. I'm designing and maintaining the web site for EAA Chapter 32 in St. Louis. Our URL is: www.eaa32.org. I'm also fortunate to have the equipment and software at my disposal that made the job a lot easier. I work with several people who design web sites and they were very helpful in getting mine on-line. Thanks again. Your web site is great. -- Laura Million, Chapter 32, "Spirit of St. Louis"

And while you're surfing the Chapter 1000 Web Site during lunch or whenever, be sure to try AVWeb (<http://www.avweb.com>) for some interesting articles. AVWeb is essentially a aviation magazine published on the Internet. Sign up as a member (it's free!) and you'll get weekly aviation news updates by e-mail (AVFlash). Lots of interesting discussion in the "Columns" section.

- Russ Erb, Webmeister



Just a reminder that the EAA Chapter 1000 Web Site is hosted courtesy of Quantum Networking Solutions, Inc. You can find out more about Qnet at <http://www.qnet.com> or at 661-538-2028.

Chapter 1000 Calendar

May 15: Seventh Annual Scotty Horowitz Going Away Fly-In,
Rosamond Skypark (L00), Rosamond CA.

Jun 2: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School.
1233 S. Ave. J-8, Lancaster, CA. (661) 948-0646

Jun 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m.,
Edwards AFB. Test Pilot School, MOL Room (661) 490-1476

Jun 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards
AFB. USAF Test Pilot School, Scobee Auditorium. (661) 490-1476

Jul 7: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School.
1233 S. Ave. J-8, Lancaster, CA. (661) 948-0646

Jul 7-11: Northwest EAA Regional Fly-In, Arlington WA

Jul 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m.,
Edwards AFB. Test Pilot School, MOL Room (661) 490-1476

Jul 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards
AFB. USAF Test Pilot School, Scobee Auditorium. (661) 490-1476

Jul 28-Aug 3: EAA AirVenture '99 Fly-In Convention, Oshkosh WI
Aug 4: No EAA Chapter 49 Monthly Meeting

Aug 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m.,
Edwards AFB. Test Pilot School, MOL Room (661) 490-1476

Aug 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards
AFB. USAF Test Pilot School, Scobee Auditorium. (661) 490-1476

Sep 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School.
1233 S. Ave. J-8, Lancaster, CA. (805) 948-0646

Sep 10-12: Golden West EAA Regional Fly-In, Castle Airport, Atwater,
CA

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

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

Oct 9-10: Edwards AFB Open House and Airshow

Oct 7-10: Copperstate EAA Regional Fly-In, Mesa AZ

Oct 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m.,
Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

Oct 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards
AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

For Sale:

Sonera IIL project. Fuselage and wings 95% complete. Modified
for A65 engine. Engine torn down for overhaul but complete with a great
many spare engine parts. Includes instruments. Hydraulic brakes. All
excellent work. Call Fletch Burns 760-373-3779

*To join Chapter 1000, send your name, address, EAA number,
and \$20 dues to: EAA Chapter 1000, Gary Aldrich, 42370 61st St.
W, Quartz Hill CA 93536. Membership in National EAA (\$40, 1-
800-843-3612) is required.*

Contact our officers by e-mail:

President Gary Aldrich: gary_aldrich@pobox.com

Vice President George Gennuso: pulsar1@qnet.com

Secretary Miles Bowen: miles_bowen@ple.af.mil

Technical Counselor Gary Sobek: gasobek@jps.net

*Inputs for the newsletter or any comments can be sent to Russ
Erb, 661-258-6335, 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>

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:

SCOTTY HOROWITZ GOING AWAY FLY-IN 15 MAY

SUN'N FUN REPORT—FIRST INSTALLMENT

KOMMANDANT'S RESPONSE TO PAC FLYER

VANCE TAKES "ASSAULT VEHICLE" TOO FAR

