



# THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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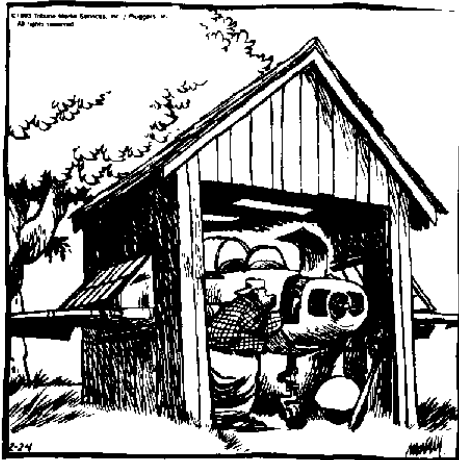
<http://www.eaa1000.av.org>

March 2001

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:

PLUGGERS



You're a pluggger if you've built an airplane from the runway up.

## PROJECT POLICE PROJECT PROGRESS PRONOUNCEMENTS

**Tuesday, 20 March 2001**  
**1700 hrs (5:00 PM Civilian Time)**  
**USAF Test Pilot School Auditorium**  
**Edwards AFB, CA**

This month has caught Herr Vice Kommandant flat footed (4F?), all of those irons in the fire have mysteriously cooled awaiting re-heating in the months ahead. But, as all good leaders and superior *Project Police* officers, I will make an amazing and resounding recovery. Ahhhh, lets see... Yes, just as I had planned it all along...

That interesting and always well accepted throw back to our grade school days, yes, that's right, you guessed it, it's "Show and Tell" time. For those of you that dropped out of grade school to earn some real money or join our armed forces, I'll explain. Look around the workshop, hangar or garage and find something that you have that you could share with the rest of us. This can be anything that you think would help us with our projects. For example, **Bill Irvine** has this set of shrinking and stretching dies. With these dies he can do some amazing things to extruded aluminum angle like bending it around a corner with about

a 5 inch radius and it looks like it came out of a factory. Ever heard of lead wool? Just like steel wool only softer and more hazardous? **Russ Erb** has been stuffing it in aluminum tubes and hammering it down to make balance weights. Maybe we can convince the **Kommandant** to talk about the recent upgrades to the VC-180 Fightin' Skywagon.

Other events may include recent "Chapter Views" videos from the *Vice Grand Poobah for Chapter Stuff* **Bob Mackey** and a video from a self-proclaimed private pilot and black program researcher exposing secret government programs that you're working on *but don't know you are!* Find out if there are really aliens in the TPS classes. All of this assuming the **Kommandant** can determine what happened to said tapes in the move from Building 1864.

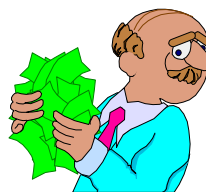
So, you get the idea. In addition, we will have a recap of the weekend first flight of the new Chapter 1000 Barbecue, by **Russ Erb** and yours truly. So come on out and enjoy some chips, dips and chocolate chip cookies at the next meeting.

- **George Gennuso**  
 Vice Kommandant



**Tenth Annual Scotty Horowitz Going Away Fly-In 19 May 2001 at Rosamond Skypark**

Make your plans to attend now! Volunteer your services to help out before the board assigns duties to you!



## Dues Delinquents!

All right, time to play hardball! We warn you and warn you, but you just won't listen. Therefore, it is time

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to exercise one of the *Project Police's* most dreaded weapons—**public humiliation!** Therefore, we present the annual list of slackers in our midst:

To remove your name from the slackers list and re-establish your good credit rating, send your \$20 in to the treasurer (see back page).



### Operation Rubidoux Sundown IX – Flabob Invokes Sacrificial Secret Weapon—Survives Furious Assault

Once again it is time to chronicle the events of the *Project Police's* biggest annual event, the inspection and “staff assistance visit” of EAA Chapter 1 at Flabob International Airport. In keeping with the current interest in interactive entertainment, we present several alternate versions of “the facts as they may have happened.” It’s a free country (though you still have to pay taxes), so choose to believe whichever one you want.

#### Parallel Reality 1

After extensive planning and careful coordination, the *Project Police Tactical Assault Force* met at the secret raid staging point **Dessert** (sic) **1000**, aka the restaurant at the Apple Valley Airport (APV). After an extensive briefing over scrambled eggs and French toast of the highly complex attack plan (“*Proceed in columns of bunches. Don't hit no one. Don't do nuttin' dumb*”), the *PPTAF* launched into the sparkling clear and cloudless high desert sky.

The VC-180 *Fightin' Skywagon* circled over the field as the formation joined up. Onboard the *Fighting Skywagon Kommandant Gary Aldrich* precisely led the formation, as **Russ Erb** confirmed the target coordinates and checked the intended attack route in the GNS-430 navigation computer against the latest intel on expected threats and leftover forest fires from last summer. Offensive Systems Operator (OSO) **George Gennuso** and Defensive Systems Operator (DSO) **Bill Irvine** monitored all threats and confirmed the medium altitude attack strategy.

In a left turning rejoin over APV, the *PPTAF* formed up in fingertip formation. At #2 was the A/M20C *Strike Mooney*, crewed by **Doug** and **Gail Dodson**, with relief crew **Randy** and **Leigh Kelly**. #3 was filled by the F/RV-6(A) from *Project Police Reserves*, crewed by **Paul** and **Victoria Rosales** on their rookie mission with the

*PPTAF*. At #4 was the LC-140 crewed by **John Bush**, who was doing a very impressive job of maintaining position in formation despite the fact that the LC-140's engine is spread out all over California undergoing rebuild. All launches were successful with each pilot placing his flaps in the correct position and no deck hands were injured.

Meanwhile, south of the field over Hesperia (L26) the Combat Air Patrol (CAP), led by **Gary “Birdstrike” Sobek** in the F/RV-6 with the members of the **SoCal Wing of Van's Air Force**, was forming up to address any airborne threats in the target area and support the main strike force.

Entering SoCal airspace precisely on schedule, contact was made with the Air Battle Managers of SoCal Approach. In between whining about abysmal promotion rates, understaffed positions, long deployments, and the threat of user fees and privatization, they coordinated a join up with the second *PPTAF* attack formation. This formation was led by **Jenna** and **Joe Ware**, along with *Project Police Dog Counselor Troy*, in the stealth V-tail AK-35 *Bonanza*. On the wing was the BE-76 *Strato-Duchess* crewed by **Charleen Beam** and **Joe Riley**.

With the complete strike package assembled, the formation accelerated to target area penetration speed and approached the target at medium altitude. Using more precise navigation techniques than seen on the previous raid, the target was acquired and identified using the super-secret *Project Police RADAR* that can see through dirt, as installed on the *Fightin' Skywagon* and *Strike Mooney*.

In the target area, a swarm of Defensive CounterAir was encountered, but were unable to mount a coordinated defense, primarily due to confusion over whether base turns were allowed inside Mount Rubidoux or if all patterns must be flown around Mount Rubidoux.

During the ensuing confusion, the strike force slipped in under the defenses and secured the airfield by claiming all of the parking spaces on the pavement, forcing the defenders to be trapped in the mud. Having thus secured the airfield, the CAP (not the Civil Air Patrol) was signaled to land as on-ground reinforcements.

Seeing the superior strength of the *PPTAF*, the resident Flabobians graciously led us to the chocolate chip cookie supply, and then led us on an inspection tour of the assembled aircraft. The *PPTAF* inspected **Bill Turner's** latest project at Repeat Aircraft, and gave many suggestions, which he promised to ignore.

The *PPTAF* was pleased to see that the Flabobians have streamlined the food service such that no *PPOs* were required to wait in line (as opposed to on-line, as the web site is still under development) for lunch. Unfortunately, we were still forced to cite Chapter 1 for a distinct lack of cheese on the cheeseburgers.

Although Chapter 1 has undergone a recent change of ruling party, all operations and processes seemed to still be working according to code, so after a brief staff meeting over some chocolate chip cookies (C<sup>3</sup>), the *PPTAF* decided to once again restore the diplomatic power of Chapter 1 and to leave them in charge of Flabob International Airport.

The **PPTAF** was thus disbanded, and the **PPOs** dispersed back into the desert individually in groups, vowing to be ready to return next year for the tenth annual inspection.

### Parallel Reality 2

Under cloudy February skies, the **PPTAF** gathered at the pre-raid staging point **Dessert** (sic) **1000**, aka the restaurant at the Apple Valley Airport (APV). Present were the VC-180 *Fightin' Skywagon* crew (**Kommandant Gary Aldrich**, **Vice Kommandant George Gennuso**, **Newsletter Editor and Webmeister Russ Erb**, and **Cessna 310 Restorer Bill Irvine**), the A/M20C *Strike Mooney* crew (**Treasurer Doug** and **Gail Dodson**, **Randy** and **Leigh Kelly**), and the F/RV-6(A) crew (**Paul** and **Victoria Rosales**).

After an extensive briefing over scrambled eggs and French toast of the highly complex attack plan (“*Proceed in columns of bunches. Don't hit no one. Don't do nuttin' dumb*”), the **PPTAF** launched into the cloudy high desert sky.

The loose formation (*same way, same day*) proceeded into the target area with the assistance of SoCal approach. Once again, Flabob International Airport was hiding behind its northern cloaking range of molehills, and was not able to be visually identified until the formation was directly overhead. The formation slipped into the pattern, and with every eye swiveling looking for idiots in the pattern and every ear listening to the mantra “the pattern is around the mountain—do not turn inside the mountain,” proceeded to a picture-perfect non-formation landing. After some fast-talking and ignoring of the ground personnel, we managed to all park on pavement for a change.

Though we had successfully secured the airfield, nobody seemed to notice. We roamed the airfield, intending to look at airplanes, but found very few to inspect because of the less than optimal weather. We did link up with **Jenna** and **Joe Ware**, and **Charleen Beam** and **Joe Riley**. We inspected **Bill Turner's** latest project at Repeat Aircraft, and gave many suggestions, which he promised to ignore.

We ordered lunch, and while the rest of us ate, the **Kommandant** waited for his Philly Beef sandwich. There wasn't a line—the Flabobians said that the Kommandant was required to wait because of tradition. Unfortunately, we were still forced to cite Chapter 1 for a distinct lack of cheese on the cheeseburgers.

After a brief discussion, the assembled **PPTAF** decided to leave the diplomatic powers of Chapter 1 in place, if for no reason other than none of us were willing to volunteer to stay as the occupying force. The **PPTAF** then departed individually in groups, dispersing back into the desert, ready to assemble again as required for the greater good of EAAers everywhere.

### Parallel Reality 3

The appointed strike date dawned with generally cruddy weather. The VC-180 *Fightin' Skywagon* crew (**Gary Aldrich**, **Russ Erb**, **George Gennuso**, and **Bill Irvine**) gathered at the Fox Field hangar in light rain and

low clouds. **Jeff Harband** was there as well, trying to decide if this was a good day to do his instrument rating practical test. Gary looked over the DUATS weather brief, and cross-referencing it with the current conditions, suggested that we close up the hangar, slip into the Irvine mega-SUV, and head over to the Foxy Landing's restaurant for breakfast while we waiting to see what the weather would do.

In the restaurant, Gary impressed George with his ability to read FAA-ese, as in the abbreviated version of the weather synopsis. Gary says that the key to reading the abbreviations is to read them as fast as you can—that way the missing vowels seem to magically fill themselves in.

While there, the Kommandant's **Project Police Strategic Communication Device (PPSCD)** started to play a tune. The call was from the other elements of the **PPTAF** in place at Apple Valley. Since the weather was better over Rosamond, the A/M20C *Strike Mooney* (**Doug** and **Gail Dodson**, **Randy** and **Leigh Kelley**) and the F/RV-6(A) (**Paul** and **Victoria Rosales**) had made it to Apple Valley, but were deciding to abort the remainder of the mission for bad weather in the target area. Now their concern was being able to make it back to Rosamond, since the weather was VMC over Apple Valley but getting worse over Rosamond.

We watched the UPS airplane land, unload, take off, and then return to Fox 15 minutes later and shut down because of bad weather north of Mojave. The Kommandant then pointed out two important considerations: 1) If the object of the mission was to look at airplanes, there probably wouldn't be that many airplanes to look at because of the weather, and 2) We could probably get to Flabob, but there was a less than certain chance of getting back to Fox. Based on those considerations, we decided that the Flabobians probably had enough problems on their hands without us coming in and assuming control of the airport. We would assume that everything was okay and leave the diplomatic power of Chapter 1 intact. With that, we returned to the hangar, secured the *Fightin' Skywagon*, and dispersed back into the desert.

No report was ever heard from **Jenna** and **Joe Ware** or from **Charleen Beam** and **Joe Riley** who had said they would be in attendance.

### Parallel Reality 4

In an event unlike any ever seen in **PPTAF** history, the **Project Police** assembled to...oh, screw it...I'm tired of writing....

- **Erbman**

## THE LEADING EDGE

### Last Month's Meeting

#### EAA Chapter 1000

Flight Test Museum, Edwards AFB CA

1700, February 20, 2001

Gary Aldrich, Presiding

#### Schmoozing, Visitors, Announcements, Old Business, New Business

We met. We schmoozed. What more is there to say? This was our first schmooze and first ~~meeting~~ gathering in the newly renovated Boyd Hall (the official name of the "real" TPS building). Fortunately for those not keeping up with the details, the lounge and auditorium are still in the same locations. There was a call to pay up your dues!

At the appointed time,  $\pm 10$  minutes we moved the assembled mass over to the auditorium. In keeping with Chapter 1000's adherence to *Bob's Rules of (dis)Order*, the **Kommandant** made a few announcements, presumably about *Operation Rubidoux Sundown IX* and the Annual 99's Poker Run. Having nothing else prepared to drag out the meeting with, we proceeded on to the program.

#### Program

This month's program was another installment of "Local Boy Does Good." Former Kommandant and founding member of Chapter 1000 **Bob Waldmiller** was on the stump to tell us about his recent adventures in the Proteus program.

Bob started out by showing pictures from the building of the Proteus. Apparently Burt Rutan almost belongs to the school of build the airplane in the basement, then take the wall out to get it out. While they didn't take the wall out, the door that they did take the airplane out looked awfully small (though bigger than most garage doors) compared to the airplane. At least that's a benefit of an airplane built in sections.

Because the Proteus was designed to fly at high altitudes (around 45,000 feet), pressurization was a must. Since Scaled Composites was only planning to make one prototype, destructive pressure testing was not recommended by the Technical Review Board. Instead, a second identical pressure vessel (the cockpit area) was made up for pressure testing.

The Proteus went through the usual round of flight testing and marketing. Using a research pod to hold an additional fuel tank, the Proteus was flown from Maine to Paris for the Paris Air Show. The flight was made above FL 400, both because the Proteus was happier up there, and because ATC didn't want it in the 30's with the airliners since it is much slower than the airliners. There's a separation problem you don't want to deal with!

Somewhere along the line NASA contacted Scaled Composites requesting that they do some research with the Proteus (which is cheaper to fly than the ER-2), and that they needed to see just how high they could get the Proteus to fly. Best of all, NASA had the money and the pressure suits necessary to make it happen.

Of course, you don't just jump into a pressure suit and go fly—it requires training. So Waldo and **Mike Melville**

and a backup crewmember (who's name escapes me) went up to Beale Air Force Base to sit in the big vacuum bottle and play Michelin man, complete with the water boiling at room temperature.

The pressure suits were intended only as backup for loss of cabin pressurization. Bob ran several cabin pressurization leakdown tests to determine if the aircraft could descend from its intended operational altitudes to a safe unpressurized altitude faster than the cabin pressure could climb (i.e. could the airplane get down to 25,000 feet before the cabin altitude climbed to 25,000 feet). The first test leaked too fast, so some improvements were made to the cabin seals. This reduced the leak rate, but flight testing showed even a slower leak rate. Hmmmm...well duh! The aircrew are breathing supplemental oxygen and exhaling into the cabin. These additional gases add to the pressure in the cabin, slowing the apparent leak rate. This rate dropped even more when the pressure suits were in use, because the pressure suits consume oxygen faster than just breathing through a mask.

Prior to the record attempt, Mike and Bob needed to establish that they could control the aircraft with the pressure suits inflated. On the record flight, while still at an altitude safe for depressurizing on supplemental oxygen, the cabin was depressurized while Mike inflated his pressure suit. No problems were found controlling the aircraft. Then Mike deflated and Bob inflated. Still no problems. The cabin was repressurized and the climb for the record was begun.

Mike and Bob were setting two records on this flight, maximum altitude attained and maximum altitude in level flight. The first was accomplished by a ballistic zoom, and the second required stabilized conditions for 90 seconds. Bob reported that the flying qualities at this altitude were very sensitive, so Mike had his work cut out for him.

A few days after setting this record, they loaded a 1000 kg payload and did it all over again.

Bob showed us his computer displays for monitoring the aircraft systems. It used a laptop computer running software that worked fine in a laboratory but wasn't really suited for airborne use, thus increasing his workload. He then fielded some probing questions from the highly trained audience. He admitted that, even though the Proteus had been marketed for its ability to be disassembled and reassembled in various configurations, the prototype has never been disassembled from its original configuration. He also said that the "sparrow strainer" was necessary to trim the hinge moments on the elevator, and that if it was lost the pilot would not be able to apply the required control forces, resulting in loss of the aircraft.

#### Aftermath

Following the presentation, the assembled masses disbanded and reassembled at the local Burger King, where once again great strides were made toward solving aviation's and the world's problems. However, no one recorded the solutions, and by the next morning none of us could remember them either.

- Erbman

Psuedo-Secretary

## Kommandant's Korner

I don't know about you, but I'm a little tired of this weather. My non-flying friends are constantly asking, "Isn't the rain WONDERFUL?!" I just glare back at them, not wanting to unleash my litany of reasons why it shouldn't rain in the desert. The nasty stuff even forced us to scale back our annual assault on the Flabobians...leaving us plenty of white space on which to detail the truth "as it may have occurred". As I write this, it appears the weather gods have relented...at least for a time; leaving a reasonable chance that the annual 99's Poker Run will be successful.

In other news, **NLE Russ Erb** has finished construction of the Chapter Grill! This 8th or 9th wonder of the world promises to live up to the Chapter Booth in all respects. **Grillmeister** and **Vice Kommandant George Gennuso** (who figured greatly in the design and construction) expects it to be fully operational for our annual May Fly-in at Rosamond Skypark. Sometime prior to that event we will be soliciting volunteers to conduct some IOT&E (Initial Operational Test & Evaluation) in concert with a spruce-up of the Chapter Booth. Contact any board member if you would be willing to help with this event.

Finally, a hearty WELL DONE to the **ERBMAN** for becoming the newest CFI-G on the planet. After 3+ years of plugging away, Russ passed his practical test for the initial issuance of his Flight Instructor Certificate, with Glider rating! Achieving this pinnacle of the flying profession required a tremendous amount of study (some of it with me) and development of flying skills as well as the ability to teach and evaluate judgement in others. (Translated--How is the student going to try to kill us next?) Please pay him the appropriate homage when you see him...kiss the ring, bow at the waist, etc. Hopefully he will continue to talk to mere mortals.

See you at the gathering!

- Gary Aldrich  
Kommanding

## New Certificates and Ratings!

**Roland Harris** has received official **Technical Counselor** status from EAA. He joins **Gary Sobek** and **Ron Wilcox** as Tech Counselors for EAA Chapter 1000.

**Russ Erb** (finally) received his CFI-Glider certificate. His is the sixth such certificate in the chapter, after **Jim Payne**, **Gary Aldrich**, **Doug Dodson**, **John Bush** and **Dave Evans**.

## Young Eagles Update

The 24 Feb 01 Young Eagles Rally at Fox Field was rained out by the same rain that impacted **Operation Rubidoux Sundown IX**. The next rally is set for 17 Mar 01 at Cal City, starting at 0900. The post-Easter and post-tax day rally is scheduled for 21 Apr 01 at Fox Field at 0900.

## Project Police Aircraft Spotters Quiz

Well here's a real toughie, submitted by **Lee Erb**. This could even stress **Project Police Master Aircraft Spotter Jim Piavis**. Your newsletter editor certainly doesn't know what it is. My guess is "an all-metal, transport category, conventional geared trimoter." If you have a better guess, send it to the editor at [erbman@pobox.com](mailto:erbman@pobox.com). Maybe Lee will tell us what it is by next month.



## Chris Shearer Mounts Wings, Welds I-Struts

**Chris Shearer** (and also **Mike Meyer**) graduated from TPS in December 2000. Chris decided to celebrate by finally making some major progress on his Acroduster Too, not to mention doing a fine welding job on **Russ Erb's** aluminum fuel tanks. There was "no time to lose," as he had about one week free before departing on a house hunting trip to Melbourne Florida for his new job at Joint STARS.

**Project Police** intelligence sources detected this activity (he called me on the phone) and we rushed over with camera in hand. Chris had the fuselage out of the garage with the wings mounted. Note the use of the high-tech water level for positioning the wing. The purpose for this setup was to fit and weld the I-struts (interplane struts).

About a month after these pictures were taken, Chris took the whole mess and stuffed it in a rental truck and drove it to Florida. We're standing by for an updated report from Chris.





## **New EAA Chapter 1000 Barbecue Grill Makes “First Flight”**

An ongoing concern (that you probably never knew about) each year for our chapter was acquiring a suitable grill for each year’s annual Scotty Horowitz Going Away Fly-In. We had been renting a large grill trailer from the Edwards Outdoor Recreation center, but this was less than optimum. There were availability problems, timing issues of when it could be picked up and returned, questions of how well they were maintained, and the simple fact that the design was not very flexible and required using far more charcoal than should have been necessary.

Occasionally we have hosted other events that have needed a grill, such as the Rollout Party at Area 29 for **Paul Rosales’ RV-6A** last summer, and the upcoming Rollout Party for **George Gennuso’s Pulsar** (time and date yet to be determined). Additionally, your board of directors has tossed around ideas of procuring or building a chapter grill. The idea was that we would always have one available for chapter functions, and it could be made available for use by chapter members or other organizations (EAA chapters, 99’s, etc), possibly for a nominal fee to help the chapter bank account.

The first idea was to make one similar to the ones we had used before. This was quickly rejected because of undetermined storage space and the simple fact that if it was a trailer, the chapter would have to pay registration on it each year, which seemed a bit excessive for something that might be used once a year.

Thus, the design constraints were based on transportability and availability of storage space. Efforts on this issue were pretty much dormant until my washing machine died. **Penny** and I were walking out of Sears after purchasing a new washing machine when she stopped to check the price on a charcoal grill, since ours at home is on its last legs (or grill, as the case may be). Eighty bucks for a pot with legs and a couple of wire grills. For some reason, both of my brain cells collided and an idea shot out. It seemed to me that I should be able to build myself something for significantly less than \$80, especially since I now had welding experience. I spent the rest of the night developing the concept for a 12”x24” grill.



At some point I realized that the basic design could be scaled up very easily to just about any reasonable size. E-mail discussions with **Project Police Grillmeister George Gennuso** determined that a size of 18"x48" would be suitable for chapter size functions. This was constrained by the transportability requirement. I have an excess cargo carrier that fits in the hitch receiver on the back of the **Project Police Paddywagon**. It could carry objects up to 18"x60". This size should also fit easily in the back of a small pickup. Additionally, at this size it could be stored under the roof overhang of my house, or in the corner of a hangar or wherever.



Design features include the EAA Chapter 1000 standard height of 33-3/4" (same as the EAA Chapter 1000 Standardized Work Tables) and a side table for staging food items. The grill and fire grate are adjustable up and down in 1-1/2" increments for fine tuning. The ash pan at the bottom keeps the ashes from collecting on the ramp. A sheet metal panel fits on either side of the grill to control the wind and also the amount of heat felt by the grillmeister. The overall weight is low enough that it can be disassembled and moved by one **PPO** or moved assembled by two **PPOs**.

The materials were procured, cut to size by **George Gennuso**, and welded together by **Russ Erb** during a lull in Bearhawk construction. Plans and details of construction are planned for a future newsletter.

On 4 March 2001, George and Russ took the grill for its "first flight." Eight Nathan's hot dogs were grilled over a small charcoal fire. All systems worked nominally and as designed.

The board is discussing calling a workday to assemble the Chapter Booth and do some much-needed maintenance and painting (watch next month's newsletter). At this time, we can also do a more extensive test of the grill prior to the big debut at the **Tenth Annual Scotty Horowitz Going Away Fly-In**.

The grill is being financed by donations by chapter members. If you think that having a chapter grill is a good idea and are willing to put in a few bucks toward the cause, forward your donations to **Russ Erb**, EAA Chapter 1000 Grill Program Manager. Any donations in excess of the cost of materials will be deposited in the chapter treasury.



- Russ Erb

### Web Site Update

As of 11 Mar 01, the hit counter stood at **55152**, for a hit rate of 43 hits/day for the last month.



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**

Mar 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942  
 Mar 17: Young Eagles Rally, Cal City, 9:00 a.m. (661) 822-0806  
**Mar 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
 Apr 4: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214  
 Apr 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942  
 Apr 8-14: Sun 'N' Fun EAA Fly-In, Lakeland FL.  
**Apr 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
 Apr 21: Young Eagles Rally, Fox Field, 9:00 a.m. (661) 822-0806  
 May 2: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214  
 May 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942  
**May 15: No EAA Chapter 1000 Monthly Meeting.** Go to the May 19 Fly-In instead.  
**May 19: Tenth Annual Scotty Horowitz Going Away Fly-In**, Rosamond Skypark (L00), Rosamond CA.  
**Jun 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

**For Sale:**

Sonerai III 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, Doug Dodson, 4431 Knox Ave, Rosamond CA 93560-6428. Membership in National EAA (\$40, 1-800-843-3612) is required.

Contact our officers by e-mail:

President/Flight Advisor Gary Aldrich: gary\_aldrich@pobox.com

Vice President George Gennuso: pulsar1@qnet.com

Secretary (volunteer for this job!)

Treasurer Doug Dodson: dodsond@qnet.com

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**THE LEADING EDGE  
 MUROC EAA CHAPTER 1000 NEWSLETTER**

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ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:  
 MEETING 20 MAR AT TPS  
 DUES DELINQUENT LIST ☹  
 RUBIDOUX SUNDOWN REPORT(S)  
 NEW CHAPTER GRILL**



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