



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>

October 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:



Toward The Unknown: The Real Story

Speaker: Lee Erb

EAA Chapter 1000 Det 5, Arlington TX

Tuesday, 23 October 2001

1700 hrs (5:00 PM Civilian Time)

USAF Test Pilot School Auditorium

Edwards AFB, CA

So, you went to the big EAA Chapter 1000 theatrical event in August, watched *Toward the Unknown* with all of your aviation buddies, and now you think you know everything about life at Edwards in the '50s? Yea, and you probably think that Patton carried pearl-handled revolvers.

But just a minute, Moosebreath! If you come to this month's gathering, you can find out what it was really like at Edwards AFB from 1954 to 1956 from someone who was actually there!

This month's speaker is **Lee Erb** (yes, he is somehow related to your newsletter editor...determining the exact relationship is left as an exercise to the *PPO*). Lee is a charter member of EAA Chapter 1000, but for some weak excuse of living 1000 miles from the meeting site has yet to actually attend a chapter meeting, or gathering for that matter.

Lee will be telling us about his experiences as a USAF Flight Test Engineer from 1954 to 1956. Sometimes referred to as the "Golden Age of Flight Test", this was an exciting time of transition as the Air Force was still moving from reciprocating engine and propeller propulsion to jet

propulsion. At this time, the Air Force went through such a long, drawn out process for flight testing that many aircraft were obsolete before they finished flight test. Come to think of it, that part hasn't changed...except that instead of taking 2 years it now takes 20 years.

Come find out what it was like to work for Jack Ridley. Find out about the general who built the house on the hill and used a little runway material to build a swimming pool. Find out why Lee couldn't find out who Pancho Barnes was because everyone he asked was strangely silent on the subject. Compare the 1955 SRB process to the current process. Find out if the General's secretary actually went on to star in one more movie as a severed head.

Lee may not have ever worked with Lincoln Bond, but he was there at the base theater for the 1956 premiere of *Toward The Unknown*.

Please note: **The meeting is one week later than usual** to accommodate Lee's schedule. Come on the normal day and you'll be the speaker...

Expect to retire to the **BK** post mission...er...meeting.

For the **Schmoozemeister**...

- Erbman

Uhhh...What About The Edwards Open House and Airshow?

Short answer—it's been cancelled for 2001. If you can't figure out why, consult any of the many other news sources available. All **Project Police Officers** have been relieved of all previously assigned and unassigned duties relative to subject event.

EAA Chap 1000 Det 12, New York City Checks In

(Shortly after 11 Sep 01, I remembered that one of our chapter members, Russ Munson, had an address on Broadway in New York City. I sent him an e-mail inquiring about his status and involvement in the wake of the terrorist attacks. Russ is a writer and photographer for aviation magazines such as *FLYING*, and had visited us while researching a story on flying in the Mojave

Note Change Of Date (again)

THE LEADING EDGE

Desert back in 1997. He flies a 1962 PA-18-160 Super Cub, which may currently be one of the GA 41,000. His response follows.)

Dear Russ,

Thank you very much for your e-mail. My wife, Linda, and I live 17 blocks north of the World Trade Center. (458 Broadway, our address, is at Grand St. and Broadway). Last Tuesday, the day of the attack, Linda had left early to continue a week-long illustration class at the Bronx Botanical Garden. I had a 9 am dentist appt. uptown, so I got on the subway at 8:15. Got off at 52nd and Lexington about 8:40-45 and began walking to my dentist at 52nd and Madison when I heard a low flying multi-engine jet. It was so out of character for this location that I stopped walking to look around to try to see it. It sounded as if it was at cruise power. Couldn't spot the plane, so continued to the dentist, waited a few minutes in the waiting room, then got in the chair at 9:00. About 9:10, another patient came in saying a plane had hit the WTC. The dentist opened the blinds on his south facing window, and from this 30th floor office we had an unobstructed view of both towers of the WTC. Both towers had been hit by this time, and were billowing black smoke into the westerly wind on a sparkling clear day. We could clearly see the hole in the north tower. (If the plane I heard was indeed one of the hijacked planes, it was the one that hit the north tower. The timing would be right.)

We knew that it had to be a terrorist attack even though it seemed beyond comprehension. I asked if anyone had a radio. The receptionist brought in hers, and for the next hour and half we learned of the Pentagon attack, and watched unbelieving as each of the WTC towers collapsed. I suggested to the dentist that he complete my temporary crown, as I felt I should get home, and knew I would have to walk the 60 blocks. By this time the city had been sealed off, and the subways closed down. I headed downtown, stopping along the way to confirm that my son and his family, and my ex-wife, were all accounted for. Because of the prevailing winds, our immediate area was free of smoke and debris. My wife called, and said the Botanical garden had been immediately evacuated after the attack, and she, the teacher, and a fellow student had driven in the student's car to her house in Greenwich, CT. (She spent the night up there.) The sidewalks were teeming with people, and the further south I got on my walk downtown the more people I encountered walking north with dust masks hanging from their necks, clothes soiled with gray dust, and fixed expressions on their faces. They were the lucky ones who just walked away. After making a few phone calls after I got home, I grabbed a camera and walked 30 blocks back uptown to Bellevue hospital to give blood, but both Bellevue and a nearby hospital already had all the blood they could store. Even though the hospital staffs were standing outside in scrubs with gurneys ready, they weren't getting any customers. For the most part, it seems that anyone in the blast area either walked out or was killed. By the time I walked back downtown, the police checkpoints were set up at 14th St. as well as Houston St. (which is 4 blocks to our north). Had to show picture ID with my address to get through. Canal St. (2 blocks to our south)

was sealed off to everything going south, people or vehicles, except for emergency workers and equipment. Much of the area south of Canal and east of Broadway was evacuated by Tuesday evening, so we were fortunate.

On Wednesday, the wind shifted to out of the south, and it became quite smoky in our area. Very surreal with only emergency vehicles going by, and only inhabitants of the neighborhood walking around or riding their bikes, most wearing dust masks. The smoke was getting so bad by Wednesday afternoon that our dog and I got the car out of the garage (3 blocks to the west), and drove up to the Bronx to pick up Linda and continue out to Southampton, Long Island, where we spent the night. Drove back in Thursday morning, but the police wouldn't let me all the way to the garage. Left the car on the street and walked the 5 blocks home.

Since then I have tried to continue my photography projects on the computer interrupted by watching TV, wandering around the neighborhood with my camera, and trying to get my mind around this incredibly barbaric act. Down the street from where I live 5000 people were murdered by madmen flying airliners into buildings. Every morning I wake up realizing that it wasn't a dream.

Thanks, Russ, for checking. Chapter 1000 is a group of great people. I look forward to my next trip out your way.

Best,

- **Russ Munson**

EAA Chap 1000 Det 14, New York City

Kommandant's Korner

Funny, you never know how important some activity is to you unless you can't do it. Of course, I am referring to the somewhat "unrealistic" restrictions placed on General Aviation over the past weeks since the events of September 11th. Unless you've been in a coma, you have at least passing familiarity with this high profile subject. If you are a member of any of the aviation-related "alphabet" organizations (and I know you are since you are reading this) and you have internet access, you have probably been inundated with news, views, opinions, and diatribe about the "GA 41,000". This catchy term, coined by Phil Boyer of the AOPA has become a rallying cry to reduce or eliminate these restrictions. After much success in lifting the most draconian limitations, it appears that the FAA's support for finishing the job has waned. Thus, EAA, AOPA, NAFI, and others have decided to enlist their mass memberships' aid in taking the message to the lawmakers. Let me be the latest to urge you to become involved...call, don't write your elected representatives with a thoughtful and forceful request for them to address this issue. Why call? Because when the phone won't stop ringing in the staffers' offices in Washington, the issue is highlighted much better than sacks of mail that may or may not be reviewed for some time. Why you? After all, Fox Field is pretty wide open, and 'I never fly "down below" anyway'. Well, you need to take the larger perspective here. We're talking about survival of General Aviation in this country.

Aren't the politicians too busy with more important topics? Yes, they are, but we don't have the luxury of waiting quietly. People are losing their livelihoods...just as surely as the laid-off airline workers and hotel clerks. 'Nuff said...call now! If you need ammunition or background info to make a logical and coherent statement, it's available on the web at any of the main aviation sites.

Now on a cheerier note... I was pleased to declare last month's Chapter operation, the Aerospace Street Fair, a resounding victory! Thanks to the "usual suspects" assisted by new troopers like **Kent Troxel**, Chapters 49 and 1000 really showed the downtown crowd the spirit and substance of Sport Aviation. We signed up a gazillion (give or take a bazillion) Young Eagle candidates and our display of the only "real" aircraft on the Boulevard definitely highlighted our presence in the Antelope Valley. Thanks to everyone who helped...especially to **George Heddy** for honcho'ing transport of the Kitfox, and to **Greg Chaffee** for displaying his beautiful champion sailplane. When **Rod "Trash" Cregier** made his low pass down the Boulevard in the F-117A the crowd fell silent, stared into the brilliant blue desert sky at that example of American airpower, then burst into cheers. It was an awesome moment, coming so closely on the heels of the dastardly attacks on NY and DC, and I know this event went a long ways towards reminding the public that America is strong, free, and ready to respond. I've seen military fly-bys for many years, but this time I had a few more goose bumps.

Finally, evil newsletter-editor Zurg just reminded me that it's near time to pick your Chapter leaders again. In next month's newsletter, you will receive a ballot with which to exercise your right of membership to help determine the course of the Chapter over the next couple of years. I would urge you to vote so that you get what you want from Chapter 1000. Even more, I urge you to place your name on the ballot for one of the available offices. There's no better way to get your ideas for improvement aired and/or implemented. Being a Chapter officer is extremely rewarding and not very difficult (after all, if your present Board can do it, how hard could it be?) Call or email me if you'd be willing to serve in some capacity.

See you at this month's gathering. **Remember, it's not on the usual day!**

Check 6, Fly Safe, and God Bless America!

- **Gary Aldrich**
Kommanding

2001 Aerospace Walk of Honor Street Fair With The Vice Kommandant

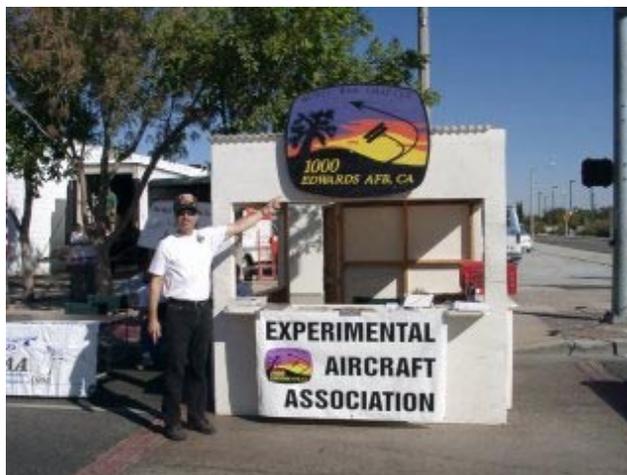
George Gennuso, Vice Kommandant, **Schmoozemeister**, and **Project Police Picture Pointer (P⁴)** takes you on a photo tour of your chapter's section, prominently located in the center of the 2001 Aerospace Walk of Honor Street Fair on 22 September 2001.



The Palmdale Learning Center Kitfox



Erbman's Pedal Pitts and Bearhawk Horizontal Tail/Elevator Frame



The Infamous Chapter Booth ("The Most Highly Engineered Piece of Plywood on the Planet") with a New EAA Chapter 1000 Banner



Gail and Doug Dodson relax and stand by to serve the expected throngs



Greg Chaffee's Sailplane



New EAA Chapter 1000 Banner at our contract caterers ("Take A Break") booth



Doug Dodson and Randy Kelly talk to two potential Young Eagles



Huge EAA Banner provided by EAA HQ at the request of Bob Mackey, Vice Grand Poobah for Chapter Stuff (returned to EAA HQ after event)

Last Month's Meeting

EAA Chapter 1000

Zuma's Restaurant, Rosamond CA

1900, 21 September 2001

Gary Aldrich, Presiding

EAA Chapter 1000 carried out another step in the grand experiment to involve more of our members in our monthly gatherings and achieved...well...mixed results. The idea was to have a more social event at a location off base to attract those who can't make it out at the usual meeting time. Unfortunately, it seems we picked a date in conflict with several other events, including the Kenny G concert at the LPAC, and the day prior to the big Aerospace Walk of Honor Street Fair.

In the end we had a gathering of the usual suspects. If you weren't there, we may have talked about you, but we're not saying. Good times were had by all present.

- Erbman

Pseudo-Secretary



Young Eagles Update

Thanks to **Kelly Tellez**, Chapters 49/1000 had a very successful Young Eagles Rally at Fox Field on August 11, even though it was my moving day, and I was not able to be present for the rally.

Thanks also to all the pilots and ground crew who helped Kelly make this a GREAT rally.

The following pilots and airplanes flew Young Eagles at the August 11 rally:

Pilot	Aircraft	# YE
Herb Carlson	Cessna 172	19
Ozzie Levi	Bellanca Cruisair	4
Dick Monaghan	Luscombe 8A	4
Shel Simonovich	Grumman AA-1C	4

Thanks as always to the ground crew without whom we couldn't have a successful rally. This is a great way to participate even if you don't have an airplane. We were ably assisted by the following ground crew:

Kelly Tellez	Registration and Certificate Printing
Amber Tellez	Photography & Certificate Presentation
Landon Tellez	Photography & Certificate Presentation

Total Young Eagles for August 11 rally: **31**
Total Young Eagles this year: **378**

Let's keep up the good work!

The Young Eagle turnout at Cal City on September 29 was a bit disappointing, but what we lacked in quantity, we made up for in quality. The parents of one 15-year old Young Eagle sounded VERY excited about getting their son started on flying lessons!

The following pilots and airplanes flew Young Eagles at the September 29 rally:

Pilot	Aircraft	# YE
Ed McKinnon	Mooney M20K	4
Wen Painter	Cessna 182	5

Both pilots also flew interested parents and some future Young Eagles. Herb Carlson was also there with his 152, but we ran out of kids before his turn came up. Thanks guys!

Thanks as always to the ground crew without whom we couldn't have a successful rally. This is a great way to participate even if you don't have an airplane. We were ably assisted by the following ground crew:

Amanda Bowen	Registration and Certificate Printing
Ron Wilcox	Escort and Photography
Joanne Painter	Moral Support
Herb Carlson	Moral Support

Total Young Eagles for September 29 rally: **9**
Total Young Eagles this year: **387**

Let's keep up the good work! With at least one and possibly two Boy/Cub Scout troops coming to Fox Field in October, we'll break 400. Come on out and give us a hand.

Young Eagles Schedule for the remainder of the year:

Oct 13 Lancaster, Fox Field 8:00 am
Nov 17 Rosamond Skypark 9:00 am
Dec 15 Tehachapi Municipal Airport 9:00 am

- Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator
mbowen@csurfers.net
(661)822-0806 (home)
(661)275-6528 (work)

Getting To Know Your P-51

(EAA Chapter 1000 member and PPO Nathan Davis recently did what many of us only dream about—bought an honest to goodness P-51 Mustang in Cal City. Not a Thunder Mustang, not a Stewart S-51, but one built by North American over half a century ago. Opie twisted his arm to tell us about it.)

First of all, let me introduce myself to the members of Chapter 1000. I have been a member (somewhat detached) of the chapter for a couple of years now, and seldom attend meetings (0 so far) due to logistics. **R. Nathan Davis** is the name; just don't ask what the "R" stands for. **Nathan** will do just fine. I currently live in the fine state of Indiana. For you native CA folks, that's somewhere East of the Mississippi River and North of the Ohio River.

I am a mechanical engineer by training (**GO BOILERS**), and a pilot by default. Grew up in a flying family and started attending the Rockford EAA Fly-in in 1964 and Oshkosh thereafter every year till Viet Nam. Missed that year, but stayed faithful up till the late '80's and work and family took over and have not made very many since.

Started flying in high school, now have Comm. SMEL, Inst. rating. A little over 7000TT, with 500 hrs of Pitts air show and aerobatic competition time, 3000 hrs crop spraying, and the rest in a variety of GA certified aircraft and experimentals. I've built and flown 2 homebuilts and am working on the 3rd (don't ask) and 4th (Glasair III). Own a Piper 700P Aerostar of which I've added about 2300 hrs to the Hobbs over the past 14 years.

Well, enough about me and on with the real story.



In July of 01, I purchased a North American P-51D, s/n 44/74446, N1451D. The aircraft was completely restored in 1995, to the extent of new spars, stringers, skins, longerons, all systems OTSOH, and it now has a total of 214 hrs on the Hobbs, 6.7 of which got it from Cal City to Kokomo, Indiana. Prior to closing the deal, there was a little matter of insurance to take care of. No problem, sez I, till the brokers asked just how much Mustang time I had logged. 0 sez I, problem sez broker. First they said 50 hrs dual, lots of tears in my end of the phone. Sweet-talked for a while and they finally decided, based on my experience, that 10 hrs dual would work. Now, where to get it. Called Stallion51 in FL. \$2750/hr and 15+ hrs for a full checkout, and we can probably work you in, sometime in Oct...polite thank you, so now what. Called insurance folks again, asked about other options and they mentioned Matt Jackson. Matt installs dual controls and that they would accept his signoff for coverage (Matt has an unlimited LLOA). Trying to keep this as short as possible, I called Matt and worked out a plan for him to install the controls and do the deed.



Came out to your neighborhood, spent 2 weeks with **Opie and Gail Dodson**, helped Matt install the controls at his hanger in Cal City. Thought we were ready to go, but kept having a mag run rough, so ended up staying the second week (now owe lots of "honey-do's" to the wife unit) and putting on a fresh pair of mags and converting to Automobile type plug harnesses. With plugs running \$65 per and 24 required, didn't want to spent hours cleaning and reinstalling the same plugs just to get my moneys worth out of them, SO, with the new harnesses, plugs are less than \$5 (Bosch dual electrode platinum). Now it makes since to just put in a new set when changing the oil (all 12 gals of it).

So, anyway, we're setting at the end of the runway at Cal City, engine warmed, and no more excuses to not fly. Roll out onto the center line, make sure the tail wheel is indexed so I can steer the beast, roll on 30" mp to get it moving, on up to 45", smoothly up to 61", tail coming up, starting to boogie, flies itself off with slight back pressure, gear up, check gages, check pulse rate, trim, quit holding breath, power back to 46" and 2500 rpm, trim, check gages, take second breath, what the heck is jabbing me in the butt, check gages, trim, roll into left turn towards Edwards, GPS for Las Cruces, NM, take third breath, check gages, trim, make note to see WHAT is still jabbing my butt, trim, level at 11,500 ft msl, take fourth breath, power to 36" and 2400 rpm, trim, trim, trim, check gages...RELAX, right! Check gages, trim...noticed that I'm breathing on my own, trim, check gages. GS is 275 kts, thinking there must be a heck of a tail wind... silly me, trim.

No clouds all the way to NM, take a big breath, first landing coming up, pulse rate up, trim...announce overhead break, let out big breath, what ever it is that's jabbing my rear is getting bigger and sharper at 4 g's, gear down, take another big breath as I probably won't need another one till on the ramp, flaps, more flaps, wheels on, ease tail down, keep it on the center line, unlock tail wheel, taxi off runway and slowly exhale...wasn't bad. In fact, felt good... except for my sore butt. 2.2hrs

Shut down engine, and watch that big prop come to a stop, climb out and off the wing. A gentleman walks up and introduces himself as "Col Frank Borman". Said my How Dee and chatted about Mustangs for a couple minutes. Then off to men's room to do my pilot thing and check my rear end. Make note to myself that first order of business when I get this thing home is to move the shoulder harness lock lever down about an inch on the side of the seat pan. To put the dual control rudder pedals in the rear, its necessary to narrow the seat pan 3", but my seat is still the same size so my rear end tried to occupy the same space as the lock lever...Lever won!

Second leg was same as the first except for a few clouds over parts of NM and OK on the way to Stillwater for second fuel stop 2.2hrs, GS 270+kts

Third and last leg was to home base of Kokomo, Indiana (OKK) with a short side trip (14nm) to "over fly" the homestead, run wife unit out of house, wag wings like a fool and head to hanger. 2.3hrs, GS 268kts (finally lost tail wind)

Approaching the airport, call in for advisories and airport manager request flyby, sooo, gave it to him, twice!...break, gear, flaps, touch down.. HOME! Make note on lock lever in bigger letters so as not to forget!

Will finish training shortly with Matt and onward from there. I will send another note when finished with training. Hopefully I'll be back to normal breathing and pulse rate by then.

I will be back in your area soon, so hope to meet all of you then..... Maybe at a chapter meeting!

- **Nathan Davis**

EAA Chap 1000 Det 51, Tipton IN

Note: Lock lever has been repositioned.

Project Police Officers Make Suggestions For Increasing Security On Commercial Airliners

Joe and I will not be attending the airshow this year. Likely it's all messed up as far as EAA G/A arrival/departure anyway as VFR is down and IFR is not well suited to mass departures...if they don't cancel the airshow (like Miramar) anyway.

I've mentioned all that to Gary, as he seems to be the coordinator. We'll take advantage of the down time and get some maintenance done.

But,

I thought I'd mention to you that we've solved the problem of airliners getting hijacked: Everyone should fly in the nude.

You can't take anything on.

You can see what everyone's got.

No surprises.

And as a side note, it should increase tourism and (eventually) improve on-time delivery of baggage.

Whaddya think?

We also like the idea of a trap door just outside the cockpit. When someone knocks on the cockpit door, a galvanic switch is thrown, and the floor drops away...

Well, I'm just a housewife, after all, doing my best....

You all take care. We're proud of our military and you guys especially.

Hang in there. We're firmly behind all of you, as is virtually everybody.

- Joe and Jen Ware

2001 Veterans Day Fly-in

Calling all veterans, those who will be veterans, and supporters of veterans. Looking for a new way to celebrate Veterans Day? **Poly-Fiber** is sponsoring a fly-in at Flabob on 11 Nov 01, 1200-1700, to honor veterans. **PPO John Goldenbaum**, self-admitted Old Colonel, will be heading up the festivities, including Mess Hall Grub, Missing Man Fly Over, military music by the Rubidoux High School Band, and Dixieland by Hyperion Outfall Serinadors. For more info, call Kathy at (909) 683-2389.

Project Police Aircraft Spotters Quiz

I thought I'd get you on this one, but **Mark Dickerson** proved me wrong. To wit:

"I "think" that's the new LCA that the Indians recently got airborne. The pilot on the first flight was a guy named Kothyal."

Correct on the aircraft, real close on the pilot (special bonus points awarded). His name is **Rajiv Kothiyal** and he attended USAF TPS in class 89B with your newsletter editor. In Rajiv's words, "You would be glad to know that I have carried out the first flight of a quad digital FBW, delta planform, light weight fighter aircraft called Light Combat Aircraft (LCA) made in India after a gap of about

35 years---we have been operating aircraft bought from Russia, UK and France for all these years and this has been our first attempt at a state of the art fighter. I flew the first flight of the fighter on 04 Jan 2001.

I am likely to present a paper on the aircraft in SETP symposium in LA in Sept this year. So hope to meet some of you guys there."

He did, and was presented with the Ivan C. Kinchloe Award, in recognition of outstanding professional accomplishment in the conduct of flight testing.



So, feeling pretty smug now, eh? Well, we're going to push it up another notch this month. Identify the aircraft in the following picture. Be as specific as possible.



You may think this one is easy, but it's not exactly what you think it is. To be valid, entries must be received before the meeting on 23 October 2001. Why? Because you'll find out the correct answer at the meeting.

If you think you can identify the preceding aircraft, send your guess to the newsletter editor at erbman@pobox.com, call at 661-258-6335, or write to the return address on this newsletter. Special bonus points if you can identify the pilot in the picture.

Web Site Update

As of 7 Oct 01, the hit counter stood at **64305**, giving a hit rate of 38 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

Oct 23: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Nov 7: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Nov 11: Veterans Day Fly-In, Flabob International Airport. (909) 683-2389

Nov 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Nov 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Dec 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Dec 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Dec 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Jan 2: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Jan 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Jan 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Feb 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Feb 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Feb 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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
 Technical Counselors: Gary Sobek gasobek@pacbell.net, Ron Wilcox rwilcox@qnet.com, Roland Harris 805-828-0857

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<i>Instrumentation and avionics requirements for VFR/IFR</i>		
Gary Aldrich	gary_aldrich@pobox.com	609-0942

Inputs for the newsletter or any comments can be sent to Russ Erb, 661-258-6335, by e-mail to erbman@pobox.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
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<http://www.eaa1000.av.org>**

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:
MEETING TUESDAY, 23 OCT @ TPS
CHAP 1K @ LANCASTER WALK OF HONOR
DET 51 BUYS A 57 YEAR OLD "HORSE"
DET 14 (NYC) INTACT AND FUNCTIONING



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