



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>

February 2002

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.

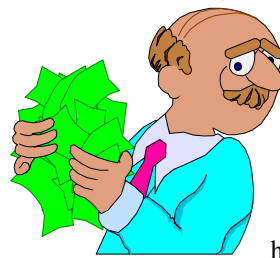
This Month's Meeting:



THE SECOND EVERY NOW AND THEN PROJECT POLICE PHILM PHESTIVAL

Tuesday, 19 February 2002
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

OK, imagine there is this big orchestra, and **Ron Applegate** is leading the brass section and you hear this big fanfare... Da, da Da DAAAAA!!!! And the **Kommandant** steps up to the podium and says, "And



Hey You! We Told You To Pay Up!

Yep, that's right! **YOUR EAA CHAPTER 1000 DUES ARE DUE!** So pay up! That's \$20 per year for those of you who have forgotten.

Send your check to the Treasurer at the address on the back page, or bring it to the meeting, or give it to any chapter officer.

Do it now, or prepare yourself to deal with the shame and embarrassment of having your name listed here next month as a **Dues Delinquent!**

now ladies and gentlemen, for your viewing pleasure at tonight's meeting." Another fanfare... "We will be screening a pristine copy of one of America's best loved aviation films. Yes, folks tonight we will watch as General Jimmy Stewart leads his men in the movie 'Strategic Air Command' (courtesy of **Kent Troxel**)" Another big fanfare... "On the big screen in the Test Pilot School Auditorium. This movie contains some spectacular footage of the rarely seen B-36's and B-47's. And the B-36's happen to be sporting a very large 11th bomb wing insignia, which was Kent's fathers bomb group. It also shows a 40-year-old Jimmy Stewart posing as a St Louis Cardinal baseball player (playing third base, I think)."

In keeping with old time theater tradition, we will also precede our feature presentation with the viewing of a short titled "Tough Sledding." It was recently resurrected from the bowels of the archives, which some may think was a more appropriate location for it. (*rumor has it that the guy striking the trashcan lid gong at the beginning and end is our own Vice Kommandant in a loincloth...come and decide for yourself...*)

Yes sirree, folks, this is the second, that's right second (count em if you want) movie night in the great, glorious and hollowed history of EAA Chapter 1000. The first being the famous (just ask anyone around here) showing of **Mike Machat's** digitally remastered copy of "Toward the Unknown" at the Flight Test Museum. That one was such a success we thought we would do it again. If this one goes well, we have "Twelve O'clock High" waiting in the

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wings. This time we decided to try to improve upon the fare (that means food to most of you) with some freshly popped popcorn and ice cold sodas. Don't any of you fret, we will also have the traditional chocolate chip cookies which, when finished will launch the festivities for the night.

So, sports fans, sit back, settle in and prepare to see the screening of a vintage movie at its finest...

(*running times "Tough Sledding" 5 min, "Strategic Air Command" 114 min*)

- **George Gennuso**
Vice Kommandant

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB
1700, January 15, 2002

Gary Aldrich, Presiding

I'd tell you what happened, but I was hundreds of miles away in Albuquerque. And since none of you have bothered to step up to the task as Secretary, I have no idea what happened. We can assume that some people showed up, schmoozed for a while, talked about how their projects were going, then adjourned to the local Burger King for imbibing and more swapping of lies.

- **Erbman**
Pseudo-Secretary

Kommandant's Korner

Greetings, all! I had the pleasure of attending the "AirSport Expo" at the Ontario Convention Center this month. This is the new name for the national gathering of the Soaring Society of America. The name change was spurred by a teaming with the American Ultralight Association. The attendees were all "a-buzz" over the new Sport Pilot NPRM that the feds recently released. In case you've been hiding with Osama, the bottom line of the NPRM (Notice of Proposed Rule-Making) is that we will likely be seeing more pilots and aircraft certified in this new classification. Indeed, many sailplane designs, as well as hang-gliders and ultralights fall easily within the weight, power, and performance specifications.

What does this mean to Chapter 1000? More **PPTAF** Troopers, of course! Now is the time to talk up this new category of flying that seems so aligned with much of the flying we EAA'ers do. Certification of pilots will be much easier and geared toward recreational and sport flying rather than preparing for an airline career. Log on or pick up a Sport Av and check it out.

Yesterday I spent about 6 hours in the "pit" of a beautifully restored Citabria flying up and down the central valley of our great State. We visited Porterville, Pine Mountain Lake, Georgetown, and flew over many more of the small airports dotting the foothills of the Sierras.

Winds were virtually calm and the view down through the ever-present mist of the valley was awesome. Even though the winds were gusting in the Antelope Valley, we were able to find neat places to fly and good food to eat. Isn't California flying cool?! Trish, the cheerful voice who greeted us on the Georgetown's Unicom, reminded us to mark Labor Day on our calendars for attendance at their annual Taildragger Fly-in. They usually push a hundred or so airplanes back into the trees of the campground adjacent to the runway and have a pig roast; along with entertainment and generally good times. They'll be offering free rides to town for those not of the rugged camper persuasion. Mark it on your calendar, too. Russ, will the Bearhawk be done by then? (*er...uh...maybe we could put it on McAllister's trailer and drag it up there...otherwise, maybe we should just take the Skywagon...*)

See you at the gathering—Fly Safe and Check 6!

- **Gary Aldrich**
Kommanding



Young Eagles Update

Please note that the following schedule is tentative. This is the rally schedule that best fits my personal schedule. If anyone (especially airport managers and fly-in coordinators) has a particular problem with it, please let me know by February 1. Also, if there are any other special rallies you would like to see, I'll try to work them in.

Feb 23	Fox	9:00am
Mar 16	Cal City	9:00am
April 20	Fox	8:00am
May 18	Rosamond	8:00am
June 8	Bishop	Time TBD
July 4	Tehachapi	8:00am
August 10	Fox	8:00am
September 21	Fox	8:00am
October 19	Tehachapi	9:00am
November 16	Fox	9:00am
December 14	Cal City	9:00am

- **Miles Bowen**
EAA Chapter 49/1000 Young Eagles Coordinator
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(661)822-0806 (home)
(661)275-6528 (work)

Acroduster Semi-Update

Dear Erbman

While I don't have any pictures I figured I should report on my progress to date. Late summer and fall were slow going on the Acroduster II. Not due to any lack of

interest in aviation. Quite the contrary. Lisa and I purchased a 1946 Taylorcraft BC-12D for my father and mother (C.M. and Barbara Shearer). After flying it around for about 10 hours, we ferried it to Ohio (see attached story). In addition to that I completed my Commercial Rating and am awaiting to take my CFI check ride this month.

The Acroduster did get some work accomplished, but the most notable accomplishment was the purchase of a used IO-540-C4B5 from Jack Odom of Cabot AR. Jack is a friend of a friend and I got a good deal from him. The engine is currently torn apart with the rotating parts at D&S Cams in Edgewater FL (an hour's drive north of Melbourne) and the crankcase on its way to Crankcase Services Inc in Sand Springs OK. I plan to put a fixed pitch prop on the airplane and all said, I should be right at \$25k by the time I buy an inverted oil system, new oil cooler, starter, alternator, electronic ignition system and prop. The engine will be considered experimental, but a complete overhaul according to Lycoming's SI and ADs is being accomplished.

Well that is it from the Melbourne Detachment. I always enjoy the newsletter. Sorry about getting my votes off a little late, but I voted the party line anyway.

Cheers

- Chris "Mom" Shearer

EAA Chapter 1000 Det 12, Melbourne FL

New Project Police CFI

I just wanted to toot my own horn for a minute and say that I am now a Certified Flight Instructor in Single Engine Land Airplane. If any of you have any questions I would be happy to tell you the process. I completed it all under part 61.

The best news is Lisa and I are now back to work on the Acroduster and making good progress again. Looking for first flight around the end of 2002.

(This just in—Chris and Lisa were in town this weekend. While inspecting the Bearhawk progress, they informed us that they are expecting a new little aviator around September. Chris is in a race with Lisa to see if he can finish his "project" before she finishes hers. My money's on Lisa.)

Cheers

- Chris "Mom" Shearer

EAA Chapter 1000 Det 12, Melbourne FL

Taylorcraft BC-12D N43502 Serial Number 7161 Comes Home

So my story begins back in early October 2001 when my new owner's son purchased me from Matt Ligos. Matt had taken good care of me for a little over a year, but he had found a Champ, which for Matt's bad back, is much easier for him to put on. So my newest adventure began. I was glad to have my new owner's son, Chris and his wife Lisa, take care of me. I had just come out of my annual in

September and really no one wanted to play with me. The Champ (Matt owns him) and I spent three weeks in October playing. We flew up and down the eastern coast of Florida looking for dolphins, fishermen, and birds. We even went playing over the swamps of Florida and saw a Bald Eagle one day. What a SIGHT. Lisa got the best view from her right seat. Chris, well, he only saw it briefly. We also saw swamp boats, house boats, and all sorts of birds over the swamps. While Chris and Lisa were doing all this playing they were getting me ready to travel back home to Ohio and meet my new owner, C.M. Shearer (Chris's dad). Chris was great, he cleaned out a quick drain valve in my left wing tank, flushed out both tanks till there was hardly a drop of water left, cleaned my belly (that tickled), and wiped my wind screen clean each time we went flying. Lisa was a regular too on all these flights (except when Chris took me up for a spin ride (that was lots of fun) and being moved from Merritt Island (COI) to Melbourne (MLB) to get ready for my trip home). Also, there were the times Chris took a few friends up flying. One was Dan Melnik (he owns a really nice Kitfox) and the other was Capt Brian Kish. Brian has flown all sorts of fighter jets with the Air Force, but he seemed to have a REALLY big smile while he was flying me. He used words like "This is Great," and "It is so cool." I take that as a big compliment from a man who has flown F-15s, T-38's, F-16s and many many more fast movers.



(Not the subject T-craft, but one of the same type—photo by budd davisson)

Well the big day finally arrived on which Lisa and Chris were going to start taking me home to Ohio. It was Thursday the 25th of October 2001. While Lisa was working that morning, Chris was busily getting me ready. He made sure that I had an intercom and a handheld radio for the trip. He topped off all three tanks (two wings and the nose) with Amoco 87. He checked the oil, cleaned the windscreen, and filled up my little luggage compartment. It was such a great feeling! I was all excited and so were Chris and Lisa. With everything all ready to go, Chris went to pick up Lisa and bring her back to the airport (MLB) and we were off at 1452 (EDT), which was 8 minutes earlier than he planned.

The first part of the adventure was about to begin. Chris had checked the weather and talked with the FAA like a good owner. And I knew he was a good pilot, but I was a little worried when I saw the first thunderstorm building west of our northbound path. The forecast for a line of thunderstorms building from Orlando to Titusville was accurate, but the line was an hour or more from becoming significant when we got to it. In addition to the visual confirmation, Chris had checked the weather radar 15 minutes prior to taking off and always left himself an

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escape route. With the base of the clouds some 3000 ft MSL and us flying along the eastern Florida coastline at 1000 ft MSL, there was plenty of room to spare. It was a little bumpy, but both Chris and Lisa were great sports and soon we were past it and into clear weather. The next couple of hours were relatively uneventful as we flew along the coast of Florida, up to Jacksonville.

Going through Jacksonville was a little difficult. Chris decided it would save us time if he went on the eastern side of Jacksonville due to the Class C airspace. That worked well but we still had some difficulties talking to Craig's (CRG) control tower. It seems that the handheld radio Chris brought along had troubles transmitting through the propeller. We finally got Craig's tower and they let us come on through. We would have gone to the east of Craig, but the Naval Station Mayport was there and we figured they didn't want to deal with us.

So we headed on up to Jessup (JES) Georgia. Chris had originally thought about stopping there but we were making good time so we headed on up to Claxton (CWV) Georgia. Chris had called ahead in case we made good time to see if there would be anybody to help fill me up with gas and tie me down for the night. He was told there would be a man named Fred there, but when we got to Claxton, there was no one around. I think Fred's car was still there, but we couldn't find Fred. Since we couldn't find Fred Chris called a local motel, and bedded me down for the night.

But before calling the motel, Chris called the FAA to let them know we were down safely in Claxton GA. Due to radio problems he was unable to raise Flight Service while enroute to Jessup and tell them of our change in plans. Chris's flight planning had been accurate to Jessup, but Claxton was another 30 minutes. Chris had forgotten the FAA starts search and rescue operations 30 minutes after the filed landing time. Well, unfortunately it was 45 minutes after the proposed landing time, before Chris made it to a phone (15 minutes after landing) to call Flight Service. In that 15 minutes, the FAA had gotten a hold of Lisa's Mom and caused her a little concern because we were missing. To everyone's good fortune a good friend of Doris's, Ted, used his contacts with Search and Rescue to learn that we had indeed landed, but the FAA would not disclose where we were. Unfortunately Chris and Lisa didn't know all this until 3 hours later when they called Lisa's parents and let them know how the day had gone. Needless to say, Chris was reminded of the FAR Part 91 VFR filing rules and requirements and will most likely never forget them.

Just as they were finishing tucking me in for the night a red mid 80's Sunbird pulled up. Chris and Lisa both seemed very excited, thinking they could now get me some fuel, but it turned out to be the "taxi cab and driver" for the motel. Chris told me that they had a nice drive back to the motel and on the way learned that Claxton is the Fruitcake Capitol of the world and home to Claxton Poultry. At least there were billboards advertising this. The motel was clean and had a comfortable bed. After having spent the afternoon sitting in my seat, Chris and Lisa decided it would be nice to walk down to dinner. They found a nice place to have dinner called the Hubble House.

After we all had a nice night's sleep, Chris and Lisa met me back at the airport about 0715 (EDT). The sun had another 45 minutes before it would be coming up, but Chris was hoping to get me all ready to go before Fred showed up to give me some gas. While they were waiting, they met Bob who flies a King Air for Claxton Poultry. He has his plane kept in a really nice WARM hangar. Chris and Lisa got their picture taken in the King Air. Bob indicated that if I could fly as fast as the King Air then it would only have taken us about 3 hours to get to Ohio (showoff). And Bob also said the King Air had a working heater. But all that speed is overrated; I mean that King Air has probably never seen an Eagle up close. Well at 0800, Herschel, arrived and gave us some gas for my tanks. It was great to get filled back up. Chris did some quick checking and realized that I was burning 5.5 gallons an hour. We were both surprised because I have always known that my Continental should only burn about 4.5 an hour. So Chris had to do some more calculations to figure out where we should land at lunchtime for fuel. After determining some alternate airports along the way, Chris and Lisa got me ready to fire up. Since I was cold from this Georgia weather, it took me quite a while to get started with Bob's help. Also, Chris didn't quite know how to prime my engine with it this cold. He quickly figured it out and my engine was finally running smoothly and continuously. I wish I could thank Bob again for helping Chris out.

And we were off at 0830 (EDT) headed north. The scenery was beautiful and we had plenty of time to look at it, since we were only going about 60 mph ground speed. The ride was also less than smooth and I could tell Chris was working hard to keep me straight and level. Because of the slow ground speed and Lisa's queasiness, Chris decided to land at Hendersonville for gas and lunch, before attempting to fly up through the Shenandoah Valley.

When we came into land, Chris got his first visual indication of how strong the winds were. At Hendersonville he landed to the north and did a three pointer, but was almost to a complete standstill when I finished flying. The winds were strong. He slowly turned around and taxied back to the FBO. When Lisa got out she quickly pointed out a sign saying "We're Closed, Home Sick." Then Chris got this sick look on his face. Well after looking around a little, Lisa met John, the manager of the FBO. He did have the flu, but he gave me some gas and told Lisa and Chris where to get some lunch.

Realizing that we still had over 400 miles to go, strong headwinds and an ever-shortening day, Chris and Lisa called their parents and gave them the bad news that they would not be able to fly all the way to Ohio that day. They would try and get close and maybe get a car. Well our adventure was just about to get more exciting.

After lunch, Lisa decided to take some Dramamine since she wanted to sleep through all that "moderate" turbulence. That wasn't a bad idea since the fun was about to begin. Chris got me fired up, we taxied onto the runway, did a runup and away we went. Immediately the airspeed indicator was all over the place. With trees on the east side of its north/south runway, Chris was busily flying me while Lisa was actually enjoying the ride. Can you

believe it? Once clear of the trees, Chris worked on getting me to climb on up to altitude. Hendersonville is at 2000 ft MSL and Chris wanted me at 4250 ft MSL. This would put us just under Asheville's Class C airspace and about 1000 ft above the mountains surrounding Asheville. Chris kept working on getting me to climb, and had to circle a couple of times over Hendersonville to get to altitude. I was thankful that as he crossed the mountains he kept looking for a way to turn around in case the down drafts got too bad.

We finally got past Asheville's airspace after about 30 minutes and proceeded northwest through the valley. Chris kept working on climbing and finally ended up at 6500 ft MSL. That was nice and high to avoid any mountain wave, but I could only fly about 70 mph indicated without losing altitude. Finally after about an hour we got out of the valley and continued northeast.

The next adventure was getting blown off course. When we crossed into the next set of "hills" Chris quickly learned that it was difficult to use pilotage to navigate since all the good ground references were buried between hills. After about an hour of not knowing exactly where he was, he turned on a handheld VOR. At this point Lisa became a GREAT co-pilot. She was spotting airports, roads, and other landmarks. They cross referenced their position off of two VORs and pinpointed the airport they were over. That kept them from avoiding the embarrassing moment of having to land and ask "So where are we? Is this Georgia, the Carolinas or West Virginia?" As it was, we had been blown about 20 miles east of our course. After continuing to fly northwest for about another 10 minutes, Chris and Lisa decided to land at Beckley, West Virginia and be done with the fun and excitement for the night. All three of us were cold, tired, and fatigued from being bounced around all day long.

Chris brought me into Beckley and gently put my right main gear down, then my left, and finally the tail wheel on Runway 28. The CTAF announced the winds were 300 at 16 gusting to 31. When Chris finished taxing me onto the ramp and shutting down my engine he didn't want to get out because it was so cold and windy. By this time it was about 1630 (EDT) and they only had another hour and a half of sunlight left. They decided it would be best to call it a day. So Chris and Lisa got me tied down, warmed themselves up in the Beckley Fire House, gassed up and got another rental car and hotel for the night. When they got to the motel they ordered a pizza, called their parents and told them they would not be home that night and laid in bed until they finally warmed up.

The next morning, they awoke to the next chapter in the adventure. It was 29 deg F, 14 deg wind chill, light snow showers with 6 miles visibility and 1500 – 2000 ft overcast. Not the most ideal conditions for flying a Taylorcraft. But despite the looming weather conditions, Chris checked the forecast along the route, studied the map and decided to go for it, noting all the escape routes along the way. But before he and Lisa could get me into the air they had to get me preflighted and started. Well in the course of the preflight not only did they have to wipe the snow off my tail but also from inside on my dash. You see like all older airplanes in need of a good restoration, I had

several cracks and places for air, rain, and snow to come right on into the cabin. With the snow wiped clean it was time to try and start my cold soaked engine, the last thing it wanted to do. But after 30 minutes of persistence by Chris swinging the prop and Lisa holding the brakes and making it hot, I finally fired to life and kept on running. As we taxied out, I heard the ground crew asking Chris if he had got enough of a work out that morning. Chris dialed in the Beckley 359 radial and had Lisa monitor it on the handheld radio. We started down the runway and off we went for what was supposed to be the final leg of the trip.

Just as the weathermen had predicted, the weather kept getting better and better and by mid Ohio, we saw clear skies. Everything was going great. Chris was flying IFR (I Follow the Roads – I-77) and anticipated we would have over an hour's worth of gas when we landed at Kent State University. But the weather decided to change our plans.

When we were southeast of Akron's airspace, Lisa looked up and asked, "What's that?" Well that was snow – again! And this time it was not the little light flurries that we had left back in West Virginia, but rather the kind that you can't see through. It was perfect weather for filing IFR (Instrument Flight Rules – this time), but I just don't have those instruments. So Chris kept on plugging northbound, getting as close as he could to Akron's airspace. A wall of snow running from West to East caused him to turn around and head back south. While headed south, he noticed it was clear on the west side of Akron, so he tried the west side of Akron, but once again another wall of snow was waiting. Finally, exhausted, cold and starting to wonder how much gas I would have if he kept playing this silly game, Chris decided to land at Wadsworth, Ohio. Tired and feeling a little defeated (once they warmed up), Chris and Lisa called their parents who both live in the Akron/Canton area and asked to be picked up.

But once everyone started warming up, spirits improved. Based upon Lisa's sound judgment, Chris left me there at Wadsworth for the night. The next morning, Sunday, my new owner, C.M. Shearer, dropped Chris off and swung my prop. On the first swing I came alive. C.M. had to go on to church (something about conducting the church choir) and Chris took me over to meet Forest Barber in Alliance OH. I was finally home again.

The next few days, I flew about 10 hours. I managed to take Lisa's dad up flying (Rich Langsdorf), C.M., and his wife Barbara. I had a grand time and then on Tuesday 30 October 2001, at 0900 (EDT) I landed at Alliance for the last time till my complete restoration is finished.

Web Site Update

As of 9 Feb 02, the hit counter stood at **68827**, 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

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

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

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

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

Apr 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Apr 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Apr 7-13: Sun 'n Fun Fly-In, Lakeland FL

Apr 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

May 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

May 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

May 18: **Eleventh Annual Scotty Horowitz Going Away Fly-In**, Rosamond Skypark (L00), Rosamond CA. (661) 258-6335

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

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

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

Jul 23-29: EAA Airventure Oshkosh, Oshkosh WI

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.

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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**

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

ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
 REGULAR MEETING 19 FEB AT TPS
 ACRODUSTER UPDATE
 2002 YOUNG EAGLES SCHEDULE
 PAY YOUR DUES! (\$20)**



The Leader In Recreational Aviation