



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>

April 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:



FLIGHT OF THE GREEN HORNET

Tuesday, 16 April 2002
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA



A great big "Holy Rotary Wing, Bat Man!" I say that, sports fans, because at this month's meeting we are going to have **Dave Goddard** giving us a first hand account of some of his exploits with the 20th Special Operations Squadron, Green Hornets. This was a little known (for obvious reasons) Squadron used to assist the Army's Long Range Reconnaissance Patrols (LRRPs) in the jungles of Viet Nam, Cambodia and Laos. It's also unusual in that Dave is one of the few Air Force Fighter pilots that were selected to fly Bell UH1P helicopter gunships.

But, before I get carried away and ruin the presentation, a little about Dave:

Dave grew up in the Albuquerque, New Mexico area. He earned a Bachelors Degree in Architecture and a Masters Degree in Management. Dave spent over 20 years in the Air Force and retired as a LtCol. During his career with the Air Force he accumulated over 4000 hours in both fixed wing and rotor wing aircraft. 500 of those hours

JP Wins International Soaring Award!

Details Inside

were in combat missions in Viet Nam. Dave has flown tankers, fighters, trainers and helicopters. His military decorations include two Distinguished Flying Cross medals for combat in Viet Nam, two Meritorious Service Medals for action in Viet Nam, seven Air Medals, one Air Force Commendation Medal, four Viet Nam Service medals, two Republic of Viet Nam Gallantry Cross with Device. After separating from the service Dave spent 10 years flying a desk for Northrop Grumman putting that Masters Degree to good use before doing what he truly enjoys. Dave is the owner of Classic Furniture Designs - custom handmade wood furniture. I have seen some of Dave's handy work and it is truly beautiful, and the fact that he has a large backlog of orders attest to the quality of his work. Log on to his web site and see for yourself (<http://www.goddardsfinefurniture.com>).

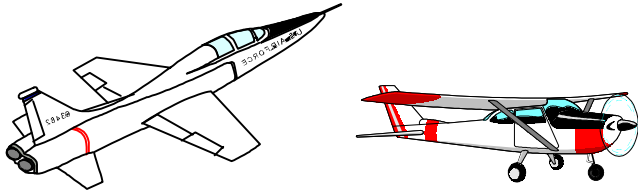
But, back to the meeting. Dave is going to tell us a little about when he was assigned to the 20th Special Operations Squadron, Green Hornets in Tua Woa Viet Nam, where he was flying the Bell UH-1P gunships. While there he was the instructor pilot and flight examiner. They worked out of Army Special Forces A camps as a forward operating location. Their primary mission was to support the Army LRRP's patrols that gathered intelligence. As gunship pilots they were to provide cover for slicks during infil and exfil operations. They worked with an overhead FAC at all times.

Well sports fans I could go on, but you get the idea, and I'm sure Dave will do a far better job in the briefing than I'm doing here.

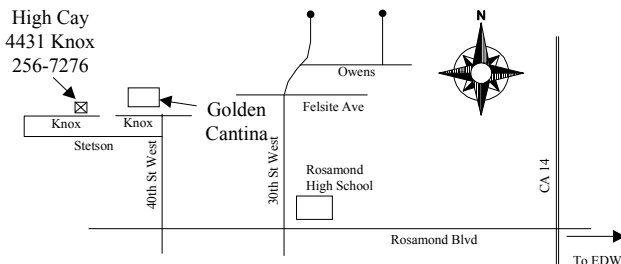
As you can see we're in for a fun night, so come on out and partake of the festivities. Dave will have you riveted bonded to your seat (us composite guys have to get some press once in a while). And as always come and enjoy the chips and dip and the fine dinning at the BK Lounge afterwards.

- **George Gennuso**
 Vice Kommandant

Post Meeting Cookout With The Zoomies



This month immediately after our regular meeting at TPS we will be proceeding to High Cay for a post-meeting cookout. This will be in conjunction with the visit of the Flight Test Techniques course from the Air Force Academy (Aero Engr 456) to the USAF Test Pilot School. During the day, each cadet will fly one mission in a T-38 and collect performance and flying qualities data for the course's final project. During this evening, they'll be hangin' out with us. So come out to High Cay and join us and them for the **6 F's, Flyin' Friends Feedin' Face Fer Fun.**



HEY DUES DELINQUENTS!!!

You're being cut off!



Yep, this is your last newsletter. You can, of course, still avert this disaster by forwarding your dues check (\$20) in according to the directions on the last page.

This is the last time we'll remind you. You're on your own now.

We'll publish the 2002 Chapter Roster in the May newsletter.

Really, if you'd just pay your bills on time, you'd avoid a lot of unnecessary stress. After all, see what it did to one of our detached **PPOs**:

3/14/02

Dear Doug,

IT'S NOT MY FAULT. YOU'VE GOT TO BELIEVE ME. I'M NOT A CROOK.

Just got back from being away for 6 weeks and read the last two newsletters...then I realized...I WAS OVERDUE DUESWISE. I'M SORRY.

Enclosed is a Czech for \$20.00. Please put me back in good standing. You've got to understand, I DIDN'T KNOW UNTIL IT WAS TOO LATE. IT'S NOT MY FAULT.

Sincerely,

Russ Munson

Lilienthal Medal Goes to Jim Payne from the USA

(Lifted from Soaring Society of America web site at <http://www.ssa.org>)



March 2 - Today the International Gliding Commission meeting in Lausanne, Switzerland voted to award Jim Payne of Rosamond, California the **Lilienthal Medal** of the **Federation Aeronautique Internationale**. The

Lilienthal Medal is considered the **highest award** in soaring and is presented for notable achievements and/or exceptional service to the sport. Payne won for his achievements in record flights as well as his pioneering wave flights resulting in some of the fastest speeds over distance in gliding history. Payne joins only a handful of Americans who have won the prestigious award. The Medal will be presented at the annual meeting of the FAI next Fall.

(Here's some more background on the Lilienthal Medal lifted from <http://acro.harvard.edu/SOARING/books/lilienth.htm>)

Regarded as the highest soaring award in the world, it is given to reward a particularly remarkable sporting performance in gliding or eminent services over a long period of time on behalf of gliding, to a glider pilot who has either; (a) broken an international record during the past year or, (b) made a pioneer flight during the past year (the term "pioneer flight" is understood to mean a flight which has opened up new possibilities for gliding or has shown the way for fresh progress in the techniques of gliding) or, (c) who during a long period of time has given eminent services to gliding, in the opinion of the General Council of the FAI, and is still an active glider pilot.

The award was established by the FAI in 1938 in honor of Otto Lilienthal, pioneer glider experimenter and pilot. Lilienthal's gliding experiments in Germany during the years 1890-1896 demonstrated that human flight was achievable and furnished inspiration and encouragement to Wilbur and Orville Wright. Otto Lilienthal died in a gliding accident in 1896. The Lilienthal Medal is made of silver and is 7.5 cm in diameter. The obverse shows in bas-relief two birds in flight being captured by a man; the reverse bears a wreath and the words "Federation Aeronautique Internationale" surrounding a black space on which the year and name of the recipient is engraved. A Lilienthal Medal is struck each year and becomes the permanent property of the winner.

The award is now made by the General Council of the FAI only upon recommendation of the FAI Gliding Committee (IGC) which received written proposals from the national member clubs of FAI, signed either by the president or vice president of the submitting national aero club. From the proposals the IGC selects a candidate at one

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of its meetings to submit to the General Council. The award is made at the annual FAI General Conference.

The U.S.A.'s candidate is submitted by the National Aeronautic Association, the U.S.'s national member club in the FAI, on the basis of a recommendation from SSA, which is obtained by the SAI Directorate nominating and then voting on nominees.

Past Recipients of the Lilienthal Medal have been as follows:

1938	Taduesz Gora (Poland) for a goal flight of 557 kilometers.
1939-1947	No awards
1948	Lt. Per Axel Persson (Sweden) for an altitude flight of 8050 meters
1949	John Robinson (U.S.A.) for his altitude flight to 10,210 meters absolute.
1950	William Ivans, Jr. (U.S.A.) for his altitude flight to 12,882 meters absolute, 9,174.5 meters gain.
1951	Me. Marcelle Chiosnet-Gohard (France) for her duration flight, 28 hrs., 41 min.
1952	Charles Atge (France) for a duration flight of 56 hrs., 15 min.
1953	V. Iltechenko (U.S.S.R.) for a straight-line distance flight, 829.8 kilometers.
1954	Philip Wills (Great Britain) for outstanding services to the sport of soaring.
1955	Dr. Joachim Kuettner (W. Gr.) for scientific work in soaring and pilot exploits.
1956	Dr. Paul B. MacCready, Jr. (U.S.A.) for his decisive victory in earning the title of World Soaring Champion in 1956.
1957	Don Luis Vicente Juez Gomez (Spain) for accomplishments in international soaring and devotion to the sport in Spain.
1958	Wolf Hirth (W. Gr.) for his great contributions to the development of soaring.
1959	Richard E. Schreder (U.S.A.) for establishing three world soaring speed records for single-place sailplanes in an aircraft he designed and built himself.
1960	Pelagia Majewska (Poland) outstanding soaring flights & numerous world records.
1961	Adolph Pirat Gehriger (Switz.) for outstanding services to the sport of soaring.
1962	Paul F. Bikle (U.S.A.) for setting two world altitude records on one flight, 46,267 feet absolute, 42,303 feet gain.
1963	Heinz Huth (W. Gr.) for a prodigious competition record, twice Std. Cl. Champ.
1964	Alvin H. Parker (U.S.A.) for his 7-31-64 world distance record flight of 647.17 miles (1041.52 kilometers), Odessa, Texas to Kimball, Nebraska.
1965	Edward Makula (Poland) for his outstanding competition record, including 1963 World Champion, instruction of pilots and authorship of technical papers.
1966	Mrs. Ann Burns (England) for her world records

	& being 1966 British Champion.
1967	Lennart Stahlfors (Sweden) for his exceptional talent in developing a gliding center, chief instructor for Sweden since 1954, & leading competition activity.
1968	Alejo Williamson (Chile) for his flight across the Andes, December 12, 1964.
1969	Eric Nessler (France) for his long service to soaring, and numerous records.
1970	Hans W. Grosse (W. Gr.) for making the first 1000-km flight in Europe.
1971	Karl H. Striedieck (U.S.A.) for his 569.36-mi. (916.30-km) O & R World Record.
1972	Jan Wroblewski (Poland), twice World Champion, 1965 Open and 1972 Standard Class.
1973	Ann Welch (England) for her outstanding competition record & services to the sport of soaring.
1974	August Hug (Switz.) for his numerous contributions to the development of soaring in Switzweland.
1975	Adela Dankowska (Poland) for her world records & winning the 1975 International Feminine Gliding Competition.
1976	Louis A. de Lange (Netherlands) for his numerous contributions and dedication to the sport of soaring.
1977	George Moffat, Jr. (U.S.A.) for a prodigious competition record, twice World Open Class Champion, and various other contributions.
1978	Helmut Reichmann (W. Gr.) for a prodigious competition record, three time World Champion (twice in Standard Class and once in 15-meter Class).
1979	No award.
1980	Hans Wolf (Austria) for pioneering alpine soaring and development of the CIVV SportingCode.
1981	George Lee (United Kingdom) for his prodigious competition record of three consecutive World Open Class Championships.
1982	Hans Nietlispach (Switz.) Vice President of CIVV, for his devotion to the development of soaring and his participation in 10 world championships.
1983	No award.
1984	C. E. Wallington (Australia) for his contributions and efforts in officiating and organizing World Championships.
1985	Sholto Hamilton Georgeson (New Zealand) for his pioneer work and impressive flying achievements over a long period of years.
1986	Richard H. Johnson (U.S.A.) for his outstanding achievements and contributions to soaring; 11 time U.S. National Champion, 90 published articles and test reports.
1987	Juhani Horma (Finland)
1988	No Award
1989	No Award
1990	Fred Weinholtz (Germany)

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1991	Raymond W. Linskey (New Zealand)
1992	Franciszek Kepka (Poland)
1993	Bernald S. Smith (USA)
1994	Terrence Delore (New Zealand)
1995	Tor Johannessen (Norway)

I could find no information to indicate that the Lilienthal Medal has been awarded since 1995 until this year.

A few of the names I recognized on this list were **Paul MacCready**, **Paul Bikle**, and **Helmut Reichmann**. If this doesn't impress you, then you really don't understand what's going on.

From all the *PPOs*, **CONGRATULATIONS JP!!**

Last Month's Meeting

EAA Chapter 1000

Milestones of Flight Museum, Lancaster CA
1700, 19 March 2002

George Gennuso, Presiding

Last month's meeting was held at the hangar of *PPO Ed Dutreaux*, who showed us his beautiful Formula 1 racer. Ed and **Doug Dodson** gave us an entertaining look at the inner workings of competition air racing. The first thing he pointed out was...*(what do you mean that's not what happened? Of course, you're right, but Vice Kommandant George Gennuso took such delight in pointing out to Kent Troxel that when he read the newsletter account of the meeting that he wouldn't even recognize that he had been there...I just didn't want to disappoint him...we now return you to the facts as they may have happened...)*



Erbman anxiously eyes the homebuilt Chocolate Chip Cookies (C³) while Kent Troxel tells his best Aggie joke (with three Aggies in attendance to rate his joke)

Okay, so what really happened? A few hearty *PPOs* met at the Milestones of Flight Museum. **Vice Kommandant** and **Schmoozemeister George Gennuso** was handing out the Chewy Chips Ahoy! as promised. This was going well until **Donna Drucker** pulled out her

homebuilt C³s, which were so tasty they instantly put a major downturn in Chewy Chips Ahoy! consumption. Somehow we managed to fight our way through the Chewy Chips Ahoy! until they were totally consumed and thus we were able to begin the meeting/tour.

Visiting Chapter 1000 at this meeting was **Erbman's** brother **Robert Erb**, who is responsible for taking the pictures seen here.



Erbman inspects the damage to the B-25 nose and offers suggestions to The Knife, who quite smartly ignores him

First we went into the main hangar, where we saw various aircraft including Howard Hughes' personal B-25 "bizjet". The story goes that North American was trying to get into the executive transport market, and this aircraft was purpose-built for Howard Hughes. The interesting part is that it was never a military bomber, but was the only B-25 built as a civilian aircraft. As for the bomb bay, it's filled with a fuel tank. Unfortunately, some vandals had broken into the museum and busted a large hole in the fiberglass nose cone. Composites master **George Gennuso** has been contacted by the museum about repairing the nose.



Another aircraft seen in the museum were Steve Ericsson's original German-built Fiesler Storch, minus the Argus V-12, which was replaced by a Lycoming O-540. Also present were Mac Mendoza's Globe Swift and North

American BT-14, a Sikorsky H-34, a spare engine for the Hughes H-1 Hercules (commonly referred to improperly as the *Spruce Goose*), and a Luscombe 8.

Outside are stored a British Argosy and a Fairchild C-119 Flying Boxcar. Interesting fact—the C-119 had a door in the floor of the cockpit that opening would jettison an exterior hatch, leaving a big hole to bail out through. Not a bad idea, when you consider that the crew entrance door would put you out right in front of a big, angry propeller.



Outside is also an afterburner section from one of the original F-100 engines, as used in the F-15 and F-16. A noticeable difference from present day examples is the gold-plated rods on the nozzle. The gold plating was intended to improve the radiant cooling of these parts, but was later deemed unnecessary.

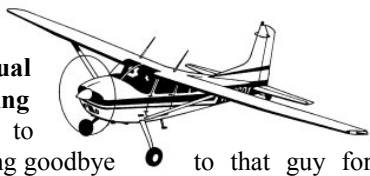
In the other building (no longer occupied by Antelope Valley college) we saw a Focke Wulf Fw-190 subscale replica under construction. We couldn't find any details on who the builder was or if it was a kit, scratch built, or original design.

Following the tour, we disbanded and reconvened at Barone's Pizza for the monthly solving of aviation's problems. Joining us at this event was detached member **Nathan Davis** (EAA Chapter 1000 Det 51), who was in town getting checked out in the Folland Gnat (as flown by "The Navy" in *Hot Shots*).

- **Erbman**
Pseudo-Secretary

Kommandant's Korner

Guess what!? It's time to plan and execute the **11th Annual Scotty Horowitz Going Away Fly-in**. Hard to believe we've been saying goodbye to that guy for so long. In typical fashion the planning committee (read Chapter Board) hasn't nailed down all the details, but you can expect the standard events and activities, from **George "The Knife" Gennuso's** terrific grill treats to the ritual raising of the Chapter Booth. This year we will be re-



introducing **Young Eagle** flights in order to spur attendance and support the 49/1000 YE efforts. Also in typical fashion, I am requesting the membership's assistance in carrying out the operation. Many hands really do make light work...and light work/heavy fun is what the **Project Police** are all about. If you can't help out in setup, please be prepared to pitch in when you show up in your **Aerial/Ground Assault Vehicle**.

The other night **Evil Newsletter Editor Zurg** and yours truly fired up the **Fightin' Skywagon** to do some proficiency flying after the sun went down. Again, we disproved that popular theory that you can't fly after dark because all the "lifties" have gone to sleep. Enough of the little rascals were still awake to accomplish three practice IFR approaches and the requisite three landings (to a full stop). There was definitely some "rust" on my technique that needed removing. Russ provided several timely "suggestions" to improve or correct my performance. If you don't regularly fly at night it's a great idea (and a real "mission") to get the airplane out there in the dark with an instructor or safety pilot to refresh your memory about the optical illusions and other potential pitfalls of night flight. Most night landings occur when your body is not at its peak performance and, as we get older, our ability to adapt our sensors to the night environment deteriorates. The 90-day recency rules in the CFRs should be treated as absolute maximums. Besides, night flying can be very pleasant as the thermally-induced turbulence that normally plagues desert flyers is usually less and the winds tend to die down after sunset.

By the bye, for you instrument flyers, if you haven't tried out the "new and improved" approaches at WJF, you probably should check them out. The "RNAV (GPS)-A" is an easy approach with an impressively low MDA...if you have the equipment. Both the VOR and NDB approaches have changed in minor details. While I've only had to use a procedure "in anger" a few times at Fox, it is comforting to know that there are comfortable, simple approaches available.

Well, the airshow/fly-in season is cranking up. I hope to attend quite a few this season and I hope you will too. Watch these pages for notifications of upcoming events and let's get out there and exercise our privileges of flight.

Fly safe and check six!

- **Gary Aldrich**
Kommanding



Young Eagles Update

What a perfect day for a Young Eagles Rally!. Light winds and not-too-cool temperatures made for ideal conditions as Antelope Valley pilots joined forces with Indian Wells Valley pilots (and even one from Irvine) in introducing 36 young people to the wonderful world of aviation.

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Many thanks to Char Spencer, et al. from the Inyokern Airport whose efforts to seek out these kids and provide them with a ground school are greatly appreciated! Thanks also to the airport crew for providing Subway sandwiches for all pilots and ground crew, and the GREAT deal on fuel.

The following pilots participated in the Inyokern rally:

Pilot	Type	#YE
Mark Backes	Stinson 108	2
Miles Bowen	Cessna 170B	4
Lynn Crawford	Long EZ	3
Geoff Dille	Twin Bonanza	5
Bill Hoverman	Mooney M20T	6
Ed McKinnon	Mooney M20K	6
Brian McMahan	Piper PA-28	2
Mark Pirtle	Cessna 172	8

Thanks guys!!

Also helping out with the rally were the following ground crew:

Karen Steinaway	Registration, Certificate Printing
Miles Bowen	Registration
Char Spencer	Registration
Nancy Bass (IYK Airport Manager)	Registration
Len Voelker	Certificate Presentation
Judy Gerrard	Photography

Thanks to everyone for a successful rally!!

On Saturday morning March 16, the sky in Tehachapi was low and gray. The ground was cold and white. But a check of regional radar showed the desert in the clear, so I loaded up the kids and drove to Cal City.

The radar didn't lie, but also didn't show the winds. When I arrived, the sky was clear, but sustained winds were about 30 knots with gusts to who knows where. **Ed McKinnon** and **Jack Schweizer** actually showed up in airplanes (thanks guys!), but with their input, **Tom Weil** and I decided to postpone the Rally until April 6. That is 3 weeks away, and two weeks before the next Lancaster rally, so put it on your calendar. As usual, I will be sending out a reminder a few days before.

Thanks again to both pilots and all the ground crew (**Len Voelker**, **Wen** and **Joanne Painter**, **Amanda** and **Rebecca Bowen**) who showed up to help out. Better luck next time!

Bishop Young Eagles Rally Update:

This past week, I have been in contact with **Steve Ivey** at the Bishop airport. He has contacted no fewer than 11 schools in the Bishop area and is expecting about 150 (no typo here - that is one hundred and fifty) kids for the rally. We'll definitely need all the help we can get, both pilots and ground crew. The date is June 8 (International Young Eagles Day!) and I am tentatively setting the start time at 8:00am to give us as much time as possible for flying.

Steve has made arrangements with several motels in the area in case anyone wants to go up Friday night (I plan on doing that). He is sending me the list via snail mail, and I expect to get it any day now, and will pass it along to all of you. Steve has also arranged with the local Ford dealer for a free Windstar van for our use, and will also make one of his personal vehicles available.

Fuel will be available to Young Eagles Pilots at a \$0.10 discount off of the regular prices of \$2.17(truck), and \$2.02(fast pay). There will also be free hot dogs and sodas for the pilots after the rally. This is turning into quite a big deal, so talk it up, especially to those who may not have e-mail or may miss the newsletter. I will pass along more details as they become available.

Remaining Rallies for 2002

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

- Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator
av_young eagles@yahoo.com
(661)822-0806 (home)
(661)275-6528 (work)

One More Reason To Raid Visit The Flabobians...

Restaurant at Flabob Airport Reopens For Business

New Management. New Name. The restaurant at Flabob Airport, Riverside, California reopened its doors on March 11th under new management.

With new management comes a new name, "Flabob Airport Café". The traditional picture lined walls remain. The 40's and 50's feeling is still in the air.

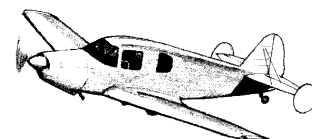
Gary and Cheryl Richard have successfully run the Limonite Kozzee Café for over twenty years. They are expanding their restaurant services bringing to Flabob expert service, good food and a warm, friendly atmosphere.

The restaurant is open for breakfast and lunch. Fly, drive, or walk on in 6:30 AM to 4:00 PM.

For more information contact Kathy @ (909) 683-2389.

- Kathy Rohm

Director of Community Relations



It's Fly-In Season Again!

As alluded to in the Kommandant's remarks, Fly-In Season is upon us again. If you're interested in going to one or more of these, contact someone with an airplane or one of your chapter officers and we'll let you know if there is an airplane with space headed that way.

Inyokern Air Show and Balloon Festival

This event is scheduled for 27-28 April at Inyokern Airport. If you are interested in going or need more info, call Phil Mills at 760-939-9324 (W), 760-447-0323 (Cell), or 760-371-4910 (H).

Vintage Aircraft Chapter 33 Flabob Fly-In

May 4, 2002 will herald the 3rd Annual Vintage Aircraft Association Chapter 33's Flabob Airport Fly-In. This is the first of three 2002 Flabob Airport fly-in's planned for this year, as it becomes the place to be for grassroots aviation gatherings. It's also an outstanding opportunity for the *Project Police* to gather intel on the Flabobians for the upcoming *Operation Rubidoux Sundown X*.

**Eleventh Annual Scotty Horowitz Going Away Fly-In
18 May 2002 at Rosamond Skypark**



You've got no valid excuse to miss this one. Heck, it's in your own back yard. Besides, you're the sponsor. We're even giving you the third Tuesday off so you can free up your Saturday to be there.

We'll be doing this in conjunction with a Young Eagles rally, so you have all the more reason to be there.

More details will be published when we figure them out.

Golden West EAA Regional Fly-In



The Golden West EAA Regional Fly-In is on again this year. This event will be held on 6-8 September at the Yuba County Airport

(MYV), Marysville California. See <http://www.gwfly-in.org>.

EAA Chapter 1's 49th Annual Open House and Fly-In



This year's must-go event will be held on 20-21 September this year. The schedule was changed from the usual February date in hopes of getting better weather, since Mount

Rubidoux tends to attract low clouds in February, which tends to make flying the VFR pattern more sporting when you can't see the primary obstacle.

In keeping with tradition, *Operation Rubidoux Sundown X* will be planned in conjunction with this event. More details as they become available. (*ed—be sure to remove this paragraph from the copy that goes to EAA Chapter 1*)

Copperstate Regional EAA Fly-In



The Copperstate Regional EAA Fly-In is back on again this year. The event will be held 10-13 October at the Phoenix Regional Grand Valley Airport (A39). See

<http://www.copperstate.org>.

Caption Contest!

Here is a photo caught on RAM of our fearless Kommandant, sent in by *PPO Leigh Kelly*. Unfortunately, it comes without a caption. Since we weren't there, we need to record the events as they may have happened.



Leigh had a couple of suggestions:

- 1) "Greetings, my followers."
- 2) "I swear that I did not take all of the high-fructose snacks."

To these I would add:

- 3) "Everyone who can help at the **Eleventh Annual Scotty Horowitz Going Away Fly-In** raise your hand."

Please submit your version(s) of history to your friendly local Newsletter Editor by any of the usual methods. We'll list them here next month.

Web Site Update



As of 10 Mar 02, the hit counter stood at **70846**, giving a hit rate of 34 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

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

Apr 20: Young Eagles Rally, 8:00 a.m. General William J. Fox Field, Lancaster, CA (661) 822-0806

Apr 27-28: Inyokern Air Show and Balloon Festival, Inyokern Airport. (760) 371-4910

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

May 4: VAA 33 Flabob Fly-In, Flabob Airport, Riverside CA. (909) 684-4280.

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) 256-3806

May 18: Young Eagles Rally, 8:00 a.m. Rosamond Skypark (L00), Rosamond CA. (661) 822-0806

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

Jun 8: Young Eagles Rally. Bishop CA. (661) 822-0806

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

Sep 6-8: Golden West Fly-In, Yuba County Airport (MYV), Marysville California.

Sep 20-21: **Operation Rubidoux Sundown X**, Flabob International Airport. (661) 256-3806

Oct 10-13: Copperstate Regional EAA Fly-In, Phoenix Regional Grand Valley Airport (A39), Phoenix AZ

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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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, by e-mail to erbman@pobox.com

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THE LEADING EDGE**MUROC EAA CHAPTER 1000 NEWSLETTER****C/O Russ Erb****3435 Desert Cloud Ave****Rosamond CA 93560-7692****<http://www.eaa1000.av.org>****ADDRESS CORRECTION REQUESTED****THIS MONTH'S HIGHLIGHTS:****MEETING 16 APR AT TPS****POST MEETING COOKOUT AT HIGH CAY****JIM PAYNE AWARDED LILIENTHAL MEDAL****FLY-IN UPDATE****The Leader In Recreational Aviation**