



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 2003

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:



Red Flight One, Two, Three, Four... (Formation Flying)

Mark "Buttons" Dickerson
Tuesday, 18 February 2003
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

First, let me say something. (*well, okay...go ahead...*) When the old **Knife** has an idea, he has an "**IDEA**"!!! I wanna tell ya, the free membership coupon idea was Sierra Hotel and just as slick. Here's what happened at last months meeting. I took a coupon out of my wallet and using the ever present writing instrument in my left shoulder pocket, wrote "**Knife**" on it and handed it to **Opie**. Opie took it, looked it over and said, OK, your good. Boom, a whole year's free membership in chapter 1000 just like that. Seeing this several other people did the same thing! I think Opie collected six or seven coupons that night. I don't know if I should go out on a limb and say it or not, but because of this coupon idea the membership in Chapter 1000 is going to skyrocket. Remember, ya heard it here first.

OK, this month's meeting is going to be a briefing (No, not the **Kommandant's** underwear) on formation flying. Remember back a few months ago when we had the meeting over at **Opie** and **Gail's** house? We had some professional formation flying guys out to tell us about safe formation flying? Yup, that's the one. They did a pretty good job of talking through a recent incident and pointing out errors in judgment and what not to do but were a little light on procedures. Well, this time we have **Project**

Pay Your Dues! Now! This Means You!

(If you have already paid your dues, please disregard this notice)



Send your cash, check, money order, or other legally negotiable instrument to any chapter officer, or pay online

by **PayPal** through

the [EAA Chapter 1000 web site](http://www.eaa1000.av.org).

Police Officer Mark Dickerson up at the dais. Mark and **John Bush (Bushman)** have been out doing some formation flying and from those exercises Mark has put together a formation flying check-list very similar to the ones they use in the military.

The focus of the meeting is going to be a review of the information on the check list and lessons learned from real experiences. So, buckle up and get your pencils sharpened because we are going to pass out copies and do a little first hand briefing on what's on the check-list and how to use it. Mark is also going to answer questions as we go. Now if you knuckleheads concentrate you should come away with some very useful information that will keep you flying safe.

Oh, and here's another first. Not only are we going to have the usual chips, dips and drinks, but we are going to do a first test of the **Chewy Chips Ahoy Microwave Chocolate Chip Cookies**. This promises to be a very high tech meeting what with the briefing by Mark and the first test of a potential new meeting cookie, so make sure you make it to the meeting, we'll be looking for you.

- **George "Knife" Gennuso**
 Vice Kommandant

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, USAF Test Pilot School

1700, 21 January 2003

Gary Aldrich, Presiding

17 members were in attendance at the first meeting of 2003, held on 21 January at the TPS at Edwards AFB. The customary chocolate chip cookies, chips, salsa and sodas were enjoyed prior to the meeting.

Our guest speaker, **Mr. Chris Randall** of **Approach Systems, Inc.** (<http://www.approach-systems.com/>) provided a most interesting and entertaining presentation of his firm's "Pro Wiring Solution", a hub approach for "plug and play" avionics integration. Chris brought along several components for the assemblage to fondle and perform durability testing on by excessive handling, dropping and spilling of drinks and food into them. I am pleased to report that all components passed, or at least none were irreparably damaged. Many if not all attendees expressed both awe and desire for the products displayed, and it is reported the **Kommandant** was seen to openly weep when considering the funds he had already spent on avionics work (I could have had a V-8!). Chris was so overwhelmed with questions and discussions after his tour of TPS that the **Vice Kommandant** was unable to pull the Mel Brooks Test pilot gag on him (better luck next time Knife).

No other pertinent business was discussed due to the preoccupation with Chris and his toys.

Upon conclusion, the chapter retired to the BK lounge for dinner, as is our custom, where Chris was treated to a "super-sized" meal par excellence in recognition and gratitude for an outstanding demonstration.

- **Kent "Cobra" Troxel**
Secretary

Kommandant's Korner

"Aviation in itself is not inherently dangerous; but it is terribly unforgiving of any incapacity or neglect".

This quote, or one like it is probably displayed in every aviator's home...usually on a picture of some hapless aircraft hung in a tree or floating upside down in a pond. After the Columbia and her crew met their fiery end last weekend, one might challenge the first clause and reason that, indeed, aviation (and by extension space travel) is inherently dangerous.

There is hardly any endeavor in human experience that is without all risk. Those endeavors whose purpose is to expand the store of man's knowledge are generally accompanied by an increased level of risk that must be weighed against the potential benefits to be gained. The outcome of that measurement is flavored by many



factors...personality, politics, religion, money, education... just to mention a few.

Thus, as the investigation into the Columbia tragedy is painfully played out in the public spotlight over the next weeks and months we are likely to see compelling arguments against risking our best and brightest souls in such a hostile environment. Indeed, machines can be made to do many of the scientific tasks currently done by the astronauts. Yet, throughout history man has not been satisfied with "second-hand" observation. Every major discovery has been facilitated by direct participation and observation by a human being. That's just our nature. And we've never had a shortage of people willing to accept a very high level of risk to be that observer.

I don't want to use this forum to dispense a "Chapter 1000 position" on manned spaceflight; but you, dear reader, might be asked to do just that. Many members of Chapter 1000 are associated, in varying degrees, with research, flight test; and, by extension, to the space program. We even have members that have accepted that high level of risk to participate, first-hand, in space exploration. It's worth spending a few moments pondering the inevitable question: "Was it worth it?" I believe Rick Husband and his brave crew would have answered with a resounding "Yes!"

Fly safe and check six,

- **Gary Aldrich**
Kommanding

News from EAA Chapter 1000 Det 12, Melbourne Florida

Before I get started, I just wanted to say I have really enjoyed the letters from Pakistan. They are a great reminder of the importance of defending our way of life!

On to the Det 12 news. Little **Cassandra Marie** is about to turn 4 months and as the proud father I have to say she is very cute and smart. We have numerous excursions to the shop (only 25 feet from her room) to discuss different aspects of the **Acroduster**. I have even adapted my airplane building skills to allow her to be strapped to my chest, although there is no welding, sawing, sanding or fiber glassing occurring with her there. I haven't taken her for a ride in the Kitfox yet, but I have been fortunate enough to give **Col Bob Hood** some "Real" airplane instruction. Note: "Real" airplanes are those with the third wheel in the back. Who says test pilots can't be taught! **Lisa** is also doing great and loving being a mom, except when I am TDY and she gets to change all the diapers.

Well sticking with the DoD's new event driven acquisition process, I can definitely say the Acroduster will fly when it is ready. In the meantime I have made landing light brackets, landing light covers, installed an AAE Nav antennae, covered the lower right wing leading edge with 1/16 birch plywood, made a very nice fiberglass wing tip, and realized that I have to replace the STD 2209 crankshaft bolt on my IO-540. For those of you who follow the Lycoming Service Bulletins, the one and only bolt that holds the crankshaft gear (the gear that runs the camshaft

and the mags), has a mandatory replacement if you bought it before 12 Nov 02. It didn't take too much thinking to realize that I like the idea of my big fan (IO-540) to keep me cool. So I too will join the masses and replace the bolt, even though it was new as of 6 months ago and hasn't experienced warm oil.

Lisa and I had high hopes to finish the Duster before departing Melbourne, but I am both happy and sad to say that the Duster will be departing Melbourne in the back of a U-Haul. What? you say! Yes, we are PCSing in July/August 03. But where? Well as of writing this update it is unclear whether it is Purdue, University of Michigan, University of Minnesota, or Georgia Tech. The Air Force Institute of Technology (AFIT) has offered me the chance of a lifetime, to get my PhD in Dynamics and Controls and teach graduate level students at AFIT. It is great news for several reasons. First, teaching I believe is my calling, second, we will be close to our parents (both sets live in NE Ohio) when I am at AFIT, and third, I will get to fly my dad's T-Craft a lot. On the down side, we are moving the plane and my shop again! (Fourth move, Fifth shop) Oh well, I said the plane was on an event driven schedule. In the meantime, I hope to finish covering the other three wings (ah, the joys of a bi-plane that you mono wing folks just can't understand) with 1/16 birch, install seats and belts, build the joy sticks and a few other cockpit additions. The last major purchase, radios and instruments, will be picked up at our new home.

Well that's the news from Florida. I hope you are all doing well!

- Chris "Mom" Shearer
EAA Chapter 1000 Det 12, Melbourne FL



Young Eagles Update

Although we didn't fly as many Young Eagles in 2002 as 2001, we still put forth a VERY respectable showing with a total of 420 flown by 43 pilots assisted by at LEAST 29 ground crew at 6

area airports.

First and foremost, I want thank all of you pilots who donated your time and aircraft to the effort.

Those pilots flying Young Eagles in 2-seat aircraft:

Pilot	Type	#YE
John Bush	Cessna 140	19
Paul Rosales	RV-6A	15
Shel Simonovich	AA-1C	11
Doug Stone	RV-4	6
Kevin Reilly	AA-1C	5
Ron Alldredge	T-34 Mentor	4
Lynn Crawford	Long EZ	3
Deave Kerzie	RV-6	2
Scott Leifeld	Cessna 150	2
Paul Reukauf	Cessna 150	1

Those pilots flying Young Eagles in aircraft with 4 or more seats:

Pilot	Type	#YE
Jack Schweizer	PA-28	50
Ed McKinnon	Mooney M20K	37
Wen Painter	Cessna 182	31
Herb Carlson	Cessna 172	27
Don Gates	Mooney M20C	21
Bob Souza	PA28-161	14
Gary Aldrich	Cessna 180K	13
Con Oamek	Bonanza F33A	13
Doug Dodson	Mooney M20C	12
Ed Lewis	Cessna 182E	12
Miles Bowen	Cessna 170B	11
Landon Carlson	Cessna 172	11
Kevin Reilly	PA28-201	11
Peter DeWitt	Cessna 172	9
Bill Hoverman	Mooney M20T	8
Ozzie Levi	Cruisair	7
Arnie Peterson	PA28-180	7
Mark Pirtle	Cessna 172	6
George Sandy	Cessna 170B	6
Nathan Davis	Aerostar	5
Bruce Ivey	Cessna 182	5
Carla Scheidlinger	Cessna 182	5
Peter Tracy	Bonanza A36	5
George Heddy III	Cessna 172XP	4
Raymond Powell	Cessna 182	4
Shel Simonovich	Mooney M20E	4
Rod Philbrick	Cessna R172	3
Geoffrey Dille	Twin Bonanza	2
Dave Evans	PA28-181	2
Bob Hoey	BD-4	2
Brian McMahan	PA-28	2
Barbara Rowell	Cessna 206	2
Mark Bakes	Stinson 108	1

Many of these pilots also generously made "good will" flights, flying Young Eagles' little brothers, sisters, parents, and ground crew, as well as members of the media. All these go a long way toward the overall success of the program.

Many thanks also to all of you serving as ground crew. Many served without signing up, so if I have omitted your recognition here, please accept my sincere apologies.

2003 Ground Crew:

Bethany Alldredge	Rex Allen
Nancy Bass	Janice Belanger
Miles Bowen	John Bush
Herb Carlson	Kim Cummings
Russ Erb	Judy Gerrard
Bob Hoey	Steve Ivey
Theresa Ivey	Lisa Kline
Donna Levi	Katie Liefeld
Bill Ratliff	Mercedes Ratliff

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Victoria Rosales	George Sandy
Lucia Sandy	Char Spencer
Karen Steinaway	John Sullivan
Beth Triplat	Len Voelker
Nancy Wilcox	Ron Wilcox
Jerry ??@Bishop	

I would also like to thank the managers and staff of each of the following airports for their generous help and cooperation:

Fox Field	Rosamond Skypark
Tehachapi Municipal	Inyokern Airport
Bishop Airport	Cal City Municipal

For those who have not heard, I HAVE decided to remain for a third term as Young Eagles Coordinator for Chapters 49 and 1000. I have realized that all the time and effort required is more than outweighed by the smiles and excitement on the faces of all those Young Eagles. I very much look forward to continuing to work with each of you who helped make the last 2 years of Young Eagles a resounding success!

Remaining Rallies for 2003

Feb 22	Fox Field Terminal Building	9:00am
Mar 15	Tehachapi Muni, Benbow Aviation	9:00am
Apr 12	Lone Pine Airport	8:00am
May 17	Rosamond, A. V. Aviation	8:00am
Jun 14	Mojave, Main Terminal @ old twr	8:00am
Jul 4	Cal City Muni, Terminal Building	8:00am
Jul 26	Fox Field Terminal Building	8:00am
Aug 16	Fox Field Terminal Building	8:00am
Sep 20	Rosamond, A. V. Aviation	8:00am
Oct 18	Tehachapi Muni, Benbow Aviation	8:00am
Nov 15	Fox Field Terminal Building	9:00am
Dec 13	Cal City Muni, Terminal Building	8:00am

- Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator
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(661)275-6528 (work)

News From Planet Pakistan

*(More exciting news from Tehachapi pilot and Air Force Major **Dave Sampson**, currently TDY in Afghanistan and Pakistan, courtesy of **Miles Bowen**.)*

Well, it's been a quiet, post-Christmas week on Planet Pakistan, my adopted home world...

Christmas went well here on the planet far, far away, in the stone age. It always seems to let you down with a dull thud no matter what planet you're on or time you're in. It's passing signified the passing of the majority of my tour here, with only seven weeks to go, with any luck. What scares me is the great headquarters people in the sky have

not identified a replacement for me yet. I have faith since the system seems to be working...so far! In one respect I tell myself I should not wish my time away here, since there still may be some great unforeseen adventures in store. Speaking of unforeseen adventures, remind me to tell you about a flight I went on a couple days before Christmas when I get home. I don't think I should talk about it on an unclassified computer. It's not a long story, but it was very interesting at the time.

Soon the great people of my squadron will start dribbling away. I wish we could all leave together and have a few beers together in Oman or Qatar on the way home, but it's not to be. By the time I leave, the whole squadron will have swapped-out. I wish I could bring them all home with me to my unit at Edwards. Deployments seem to boil people down to their most important constituents. Someone who's an average, unnoticed performer back at home station can become a superstar here. Conversely, those who seem to do very well at home where things are easy and relatively predictable can be nothing but a boat anchor here at the pointy end of the spear. I knew very few of these people from stateside assignments, so I don't know what kind of history they all had. Here on the far side of the earth, most of them have been outstanding performers. All of you, their families, and the folks at their home units should be proud of them. It saddens me that a bunch of people who've jelled as well as we have and who have accomplished the mission should have to dissolve, but that's the way it's worked since the days of the Romans Legions.

I can't believe I'm missing all the snow back home in Bear Valley. It would be so nice to sit next to the fireplace with my sweetie and sip a glass of wine while watching the snow flakes fall! Someday.

I've been here about three months now, so I've got to watch I don't become a 90-day Knucklehead. The last time I was deployed, I seemed to have frequent out-of-mind experiences where I would do and say the most extraordinary things after I'd been in-country for 90 days. You seem to be floating somewhere behind yourself, watching yourself do the most idiotic things - like watching someone else. For example, in Hungary in 1996, I reached the 90-day Knucklehead stage and was trying to get past someone who wouldn't move, and I said - I thought under my breath - "Get to F&*% out of the way!". Well, it turned out to be the chaplain! I'm going to Hell for that one! Chaplain Dan, maybe you can give me some kind of forgiveness in arrears! Anyway, I told my guys to watch out for each other, and most importantly, watch out for me!

Hey! How about some pictures!!!





All these pictures are of the mighty Douglas C-17 Globemaster III. You've seen pictures of the mighty Herk, the C-130. The C-130 does the intratheater, commuting-to-war from around the AOR job. The C-17 brings stuff from the other side of the earth (where it's rumored The States exist), over here to where we fight the bad guys. Your Air Force doesn't have enough of these airplanes. You need more of these things so we can make sure our soldiers can get anywhere in the world, fast, with the stuff they need to defeat the enemy, and then keep them resupplied with everything they need to keep the bad guys on the run. Be sure to write your congressman to let him know that your Air Force is short of strategic airlifters, and if he needs to raise your taxes to buy more of them, it's okay with you! Well, anyway...C-17s are made in Long Beach, California. They can takeoff at a weight of well over half a million pounds! That's a lot of M-16 ammo and MREs!

The C-17 is replacing the old Lockheed C-141 Starlifter, a great airplane the US more than got its money's worth out of. The C-141s went into the fleet in the early 1960s and are just now being retired. Forty year old airplanes! If you think that's old, how about the majority of our aerial refueling fleet that was built in the mid to late 50s? We need lots of new tankers too! It takes lots of expensive stuff to maintain the Pax Americana.

All right, you've had enough. Thanks for your continued support. STILL having a wonderful time, and everything is going remarkable well!

That's the News from Planet Pakistan where all the women are strong, the men good looking, and all the airmen are above average.

Dave

Well, it's been a busy week on Planet Pakistan, my adopted home world...

We had one of those lovely afternoons today that make you think for a few seconds, "Gee, it's not so bad here." We had our first-weekend-of-the-month squadron cookout this evening on top of the tower. We welcomed some new people and said good bye to some old timers who get to go back to the world tomorrow. We got hamburgers, hot dogs, and beans from the chow hall, and

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somebody "found" some steaks. I think in this case, our friends in air evac "found" them at another base, liberated them, and brought them to us in Pakistan. Since we're in the part of the world where every country is some kind of 'stan', the air evac guys refer to themselves as 'Evacistan'. Pretty cute. Anyway, I had a pretty good steak for dinner, some beans, mystery punch, and my Saturday night stogie to cap things off. Unfortunately, the fake beer we used to drink to pretend we were having a good time has disappeared and seems to have become nothing but a rumor around here. After dinner, SSgt Yates thrilled us with an aerial display of his rubber band-powered glider. It had been a lovely clear, cool day, but as soon as the red ball of the sun sank into the muck over beautiful downtown Jacobabad, the smoke of a zillion trash fires oozed out from town and plunged the base into murk. The narrow crescent moon looked like a rank, discarded yellow toe nail hanging low in the west.

At home, if you're in a place that has mosquitoes, smoking a cigar keeps them away. Here, since the air is thick with smoke all the time anyway, I think all the mosquitoes have instrument ratings, because smoke or not, they seem to get their little insect IFR clearances and press their attacks despite the in-flight visibility.

The New Year sort of eased in without anybody watching on Planet Pakistan. I went to bed about 10:00 pm to wake up for a normal day. However, New Years Day was not without its excitement. The local Expeditionary Reconnaissance Squadron flew one of their unmanned Predator airplanes on a check flight after an engine change, and the excitement began. There is a pilot on the ground flying this thing by remote control, and he talks to the tower on the radio just like any other pilot. The pilot contacted the tower indicating he was going to make an approach to the airfield, and when the controller asked him if this would be a full-stop landing, he replied "I hope so". The controller (PA) came outside the tower cab where I was standing, looked up with binoculars, and said "There's smoke coming out it". He handed me the glasses and went back into the tower cab. I looked up to see the Predator, only now there wasn't smoke, there was fire coming out the tail of the airplane (where the engine is). It continued on a downwind leg for the runway, and the further it went, the bigger the fire got. It got about a mile and a half away, began to gyrate a little bit, then the nose went up, the airplane stalled, and went straight into the ground from about 1000 ft up. Since it was full of fuel it made a rather big black and orange fireball and mushroom cloud. Happy New Year!

The best part of the day was being fed by our Pakistani friends at the control tower. Our chow hall has been rather lean as of late, so real tasty food is an incredible bonus. We had curried chicken, some kind of spicy beans, fish, some spicy hockey puck-shaped meat and potato thingies, bread (called 'naan', like thick pita bread), fresh veggies, and fresh fruit. I had some of everything but the fish (it was looking back at me). I ate until I couldn't move. So, despite our loss of reconnaissance capability, it was a wonderful day.

I watched the Shawshank Redemption the other day (again) and felt I could identify very easily with being in

prison. We stay in the same small compound all the time, see the same people in the Cadillac in the morning, do the same thing every day, run the same several miles around the same route in the afternoon, eat at the chowhall at the same time, and see the same folks at the Cadillac again when you brush your teeth before going to bed. The Pakistani name for this place is Shahbaz Air Base, but I think they should rename it Shawshank Air Base. I guess I could really use a change of scenery!

Photo Time...



Me and PA: This is me and MSgt Andy Pecora, the tower chief controller who gets to leave tomorrow. I'm sure gonna miss him! He's been a great friend and has done a wonderful job here running air traffic and looking after a bunch of kids in Air Force uniforms. Good bye Andy! Have a great trip home.



Me watching USC: This is me watching USC wallop Iowa in the Orange Bowl. I've kind of gotten used to watching football games at 0600 or 0700 in the morning, drinking coffee instead of beer.

Predator: The other three pictures are of the RQ-1 Predator so you can make sense of the story above. It's the size of a light plane, has an 80 hp Rotax engine in the tail, and carries reconnaissance sensors to watch the bad guys. We fly them over Afghanistan all the time. A Predator packing a Hellfire missile is what did-in some bad guys in Yemen. They never saw it coming.



That's all the News from Planet Pakistan, where all the women are strong, the men are good looking, and where all the airmen are above average.

Major David M. Sampson
Operation Enduring Freedom
438 EOSS/CC
APO AE 09351
DSN 318 473-0604

New Member

The *Project Police* welcome to the fold **Francis X. Gentile**. Francis lives in Adelanto, and sent the following information on himself with his request for membership:

“Interests: Human Factors, Safety, and Grandiose Mechanical Schemes. Got Lab in low cost Adelanto to build stuff like space suits, and hope to subject them to ridicule and laughter. Also video facility with archives of U.S. Gov. technical training films rife with vintage sexist chicanery. Early confusion over meaning of middle name resulted in Orange Jump Suit G.I. Joe being my fave until he was lost in a fiery accident filmed in regular 8 film.

Aviation Accomplishments: Wasted incredible amounts of time becoming a know it all in a small industry with negative growth. Belonged to Chapter 40 a long time. Passed written and flew a little but tend to get angry at tiny windows, contradictory checklists, no desk, nothing to drink or eat, no place to go to the bathroom and sadistic instructors forcing me to fly in circles till I vomit on them. Have designed a lot of stuff, but essentially accomplished nothing.

Occupation: Designer/Contractor/Developer of real estate, some movie work. Seeking product development and television occupation through prototype development.”

If Burt Rutan Designed the B-17...

...although wouldn't he have done it in fiberglass?



Now for you really sharp *Project Police Aircraft Spotters* out there, identify what **specific model** of aircraft was photoshopped in the above photo. Send your guesses and stories in to **Evil Editor Zurg** through his whipping boy at erbman@pobox.com.

Web Site Update

As of 8 Feb 03, the hit counter stood at **80423**, bringing the hit rate up slightly to 27 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 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

Mar 4: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Mar 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

Apr 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

May 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

May 17: Twelfth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA. (661) 258-6335

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

Jun 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Jun 17: 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.

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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**

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ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
FORMATION PROCEDURES @ TPS 18 FEB
DET 12 TO MOVE TO UNDISCLOSED LOCATION
YOUNG EAGLES ANNUAL REPORT
MORE TALES FROM PAKISTAN**



The Leader In Recreational Aviation