



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

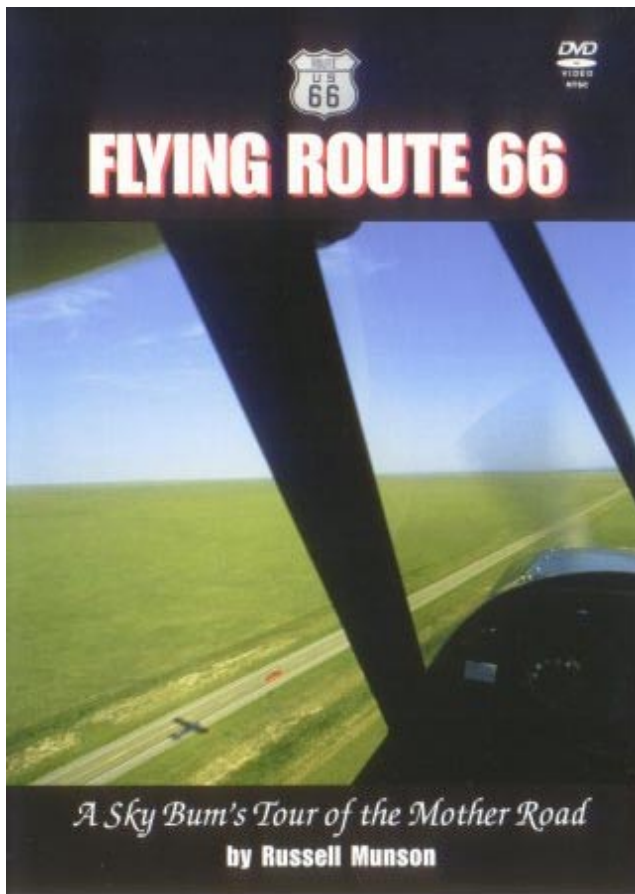
President	Gary Aldrich	661-609-0942
Vice-President	George Gennuso	661-265-0333
Secretary	Kent Troxel	661-947-2647
Treasurer	Doug Dodson	661-256-7276
Newsletter Editor	Russ Erb	661-256-3806

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

June 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:

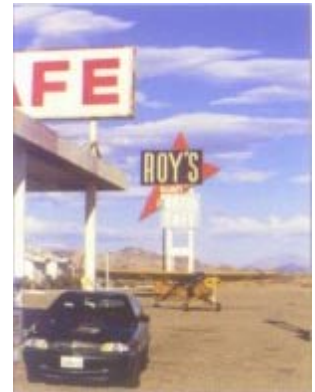


Russ Munson
Tuesday, 17 June 2003
1700 hrs (5:00 PM Civilian Time)
High Cay Theater
Rosamond, CA

This month we have the pleasure of receiving a program from one of our own. Long time EAA Chapter 1000 member, **Project Police Officer** and Commander of EAA Chapter 1000 Det 14 (New York City NY) **Russ Munson** will be presenting to us a program on his experiences flying his Super Cub along the full length of "The Mother Road", US Route 66 (cue *Manhattan*

Transfer music...get your kicks...) at the rarified altitudes of "a few hundred feet".

Do you know where the leaning water tower is? Not the one built by Pisa Water and Light, but one built intentionally leaning to catch your attention? Where is there a beautifully crafted courthouse that can only be seen from the air because it is surrounded by thick trees? Do you know where Roy's Motel Café is that has an airstrip you can fly into and park your Super Cub in the parking lot (*hint: it's not that far away—we should go there*)? More importantly, find out why you should just give in to the inevitable and plan your next trip through Tucumcari NM.



There is a small possibility (*okay...it's about 99.44%*) that Russ will not be able to attend in person, and will thus be presenting his program by the DVD he made available to the chapter. If you really like the presentation (and even if you didn't), you can purchase your own copy at Sporty's Pilot Shop for a small pittance.

SPECIAL DOUBLE FEATURE: The first 100 **PPOs** and guests to show up will be allowed (*cont page 2*)

FOOD! FOOD! FOOD!

At the June meeting, we will be cooking up the reserve quantities of food that was standing by but not required at the **Twelfth Annual Scotty Horowitz Going-Away Fly-In**. This stash has been in cold storage awaiting this event. Cost to you? **A measly 5\$** -- just as if you had bothered



to show up at the fly-in. **Special Bonus:** A \$5 discount is available to all **PPOs** who assisted in the prosecution of the aforementioned fly-in. Don't try to get away with anything—the **Troxmeister** knows who was there!

In anticipation of great success, the usual post-meeting feeding frenzy will be cancelled due to anticipated lack of interest.

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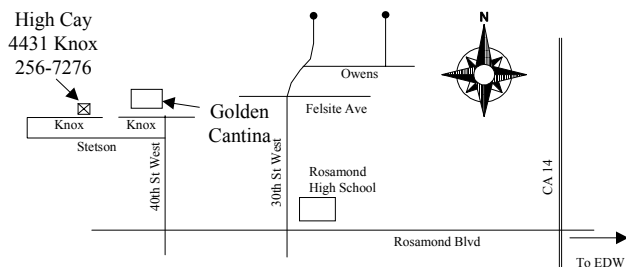
to also view the special second billing "What is a Piper Super Cub?" at no extra charge!

So who is **Russ Munson**? Per his publicist: "Russell Munson is a freelance aviation photo-journalist. He wrote and photographed the book, "Skyward: Why Flyers Fly," and made all of the photographs for Richard Bach's, "Jonathan Livingston Seagull." His work has appeared in *Flying* magazine for more than thirty years, as well as *Smithsonian Air & Space* magazine. He lives in New York City, but would rather be flying his Piper Super Cub around the country."



Yea, that's nice, but the really important point is that Russ came to the Mojave Desert in 1997 under the sponsorship of **Norm Howell** and wrote an article for *Flying* magazine about flying in the Mojave desert. Watch close and you'll see part of his lakebed landing at Edwards during the presentation. While here he flew Young Eagles and joined up with EAA Chapter 1000, showing his obvious good judgement.

As a reminder, High Cay is located at 4431 Knox in scenic Rosamond, right there on the airport.



Last Month's Meeting

EAA Chapter 1000

12th Annual Scotty Horowitz Going Away Fly-In,
Rosamond Skypark, Rosamond CA

17 May 2003

Nobody In Particular Presiding

By decree of the **Kommandant**, and with unanimous support of the **Board of Governors**, the **12th Annual Scotty Horowitz Going Away Fly-In** was held in lieu of the normal May chapter meeting. Then again, the fly-in IS the normal May chapter meeting. The gala event, highlight of the aviation social season, was held at **High Cay** on Rosamond Skypark, hosted by **Doug** and **Gail Dodson**.

The fly-in, held in conjunction with a Young Eagles ride day, attracted 12 visiting aircraft consisting of 6 RV's, a Harmon Rocket, a Yak, a Bearhawk, **Ron Karwacky's** Cessna 195 (winner of the People's Choice Award), a Sonerai, a Glasair III and an Ultralight of unknown type (to us, at least).

Pat Fagan won the Spot-landing award with a score of 33 feet. **Paul Rosales** won the drawing of Young Eagle

pilots for \$200 gas credit presented by **Olaf Landsgaard** of the **Rosamond Rotary Club**. **Paul** indicated that it would probably cover a weekend's worth of flying for him. **Paul** recently passed the 1400-hour mark on his award-winning RV-6A.

The chapter offered a splendid lunch of bratwurst, chips, coleslaw, cookies and a beverage. Sales to the 40+ crowd (number, not age, but probably accurate there as well) netted the chapter a classified amount after expenses. If you really want to know the amount, submit your security clearance paperwork to the Treasurer for initial disapproval. Then re-submit for further disapproval. Alternatively you can wait until he tells us. Hats off to **Grillmeister Randy Kelly** for his culinary excellence.

Many thanks to Rosamond Skypark for the use of tables and chairs, helping the chapter to minimize expenses.

In the absence of both the **Kommandant** and **Vice-Kommandant**, the chapter **Secretary Kent "Troxmeister" Troxel** assumed the full burden of command and performed a passable **Al Haig** "I'm in charge here" impression, declaring "Victory!" at about 2:30 (1430) after the departure of the last aircraft. **Opie** immediately lit the beer lamp, and the remaining crowd made a valiant but ultimately futile attempt to drain the keg.

- **Kent "Cobra" Troxel**
Secretary

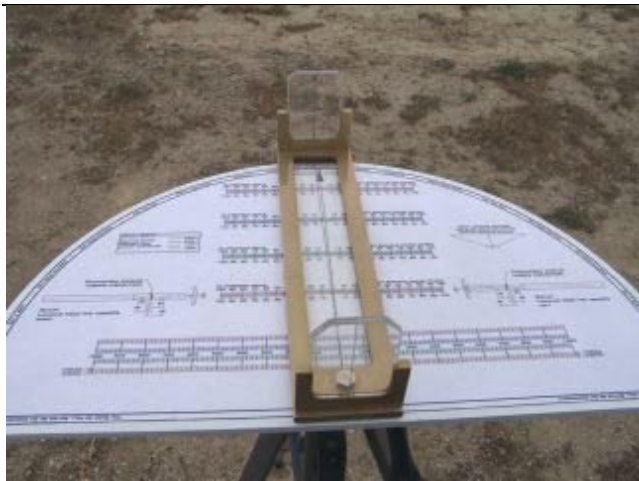
If You Had Come To The Twelfth Annual Scotty Horowitz Going Away Fly-In, This Is What You Might Have Seen...

(Photos by **Erbman** and **Opie**)

Just in case you, like our **Kommandant**, were otherwise occupied by events such as your daughter graduating (**early!**) from college, and thus were not able to attend the subject fly-in, here are a few photos to let you see what you missed (or what you forgot you saw)...



PPO Bob Waldmiller brings out his recently constructed Spot Landing Theodolite Device



The Theodolite Device is beautifully constructed—I'm beginning to understand why Excalibur is still not finished...



Gail stands by at the serving tables. The quick study PPO would immediately recognize these as dressed up EAA Chapter 1000 Standardized Work Tables as built by Opie and Erbman



Pat Fagan helps set up tables and chairs while his recently completed Bearhawk stands proudly on display in the background



Project Police Picture Pointer Protégé Kent “Troxmeister” Troxel practices his supervisory skills by ensuring that Project Police Grillmeister Randy Kelly correctly identifies the Chapter Grill on the first try



The Grillmeister selects his tools while Gail ensures he has a properly cleaned grilling surface



A local SoCal Detachment of Van’s Air Force, led by PPO Gary “Birdstrike” Sobek approaches the field to break for landing

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The world's coolest Flabobians (*PPO*) Bernie Bakken and Ron Karwacky (so named because they were the only Flabobians to show up) sit in judgement over the arriving aircraft



An unidentified guest tries his hand at *Project Police Picture Pointing*. He's off to a good start, but should sign up with the chapter for further training.



The High Cay Joshua Trees provided an excellent mounting location for the chapter banner, and the benches were continuously popular for airplane watching



Some USAF TPS students that managed to escape the tyranny of work heaped upon them by certain unnamed *PPOs* try on an RV-6A for size



A portrait of winners—Ron Karwacky's "People's Choice" Cessna 195 and the Spot Landing winner, Pat Fagan's Bearhawk



Host Aircraft Mooney N5943Q, flown by Doug and Gail Dodson



The Ultralight To Be Identified Later



RV-6 N660Z owned by John Kalisz



PPO Frank Haertlein's Yak-52



Yep, there it is again. I shouldn't have to tell you by now that this is N628PV built by Paul and Victoria Rosales, so I won't.



RV-6A N999ST owned by John Manduca



Harmon Rocket II N561FS owned by Thomas Gummo



RV-6A N87PD owned by Patrick Ryan



Official photo documenting compliance with the unwritten fly-in rule, with Opie's still under construction Glasair IIFT



Could this be Opie's dream of the future? His Corvette Z06 and a Glasair III?



Ah, yes...why we really get together...good food and imbibing with good friends, or paraphrasing VGPCS Bob Mackey, "Flyin' Friends Feedin' Face Fer Fun"



Kent Troxel takes his *Project Police* Supervisory Checkride with Russ Erb serving as the Evaluator PPO and Bill Irvine serving as the simulated supervisee. Kent scored high points in both the Standing Around and the Pointing Out The Obvious categories, and was certified as fully qualified.



Russ Erb presents the People's Choice to Ron Karwacky for his beautifully polished Cessna 195, as polished by PPO Bernie Bakken. Kent Troxel stands ready for an earthquake (just in case)



Erbman presents the Spot Landing award (displayed by Kent Troxel) to a virtual Pat Fagan, who had to leave early in his Bearhawk N232PF



Olaf Landsgaard, representing the Rosamond Rotary Club, draws a Young Eagles pilot name out of the can in a fully open and public ceremony.



Erbman asks fuel card winner Paul Rosales if \$200 of avgas is enough to get him through the weekend, while Young Eagles coordinator Miles Bowen digs for said card

Kommandant's Korner

Greetings! I trust everyone is enjoying the classic Antelope Valley summer weather...



...which seemed to arrive without warning and without stopping at Spring. The **Fightin' Skywagon** has over 30 hours on the "Golden Eagle" engine rebuild and is continuing to perform well. I changed from the straight mineral break-in oil at about 21 hours; the timing being chosen for its convenience more than any other reason. The engine was clean and mostly dry upon inspection. I did find that the oil temperature probe had loosened significantly, allowing a small quantity of oil to soil an otherwise pristine engine mount. The white powder coating on the mount and the general cleanliness of the new engine compartment made it very easy to track the source of the leak. I torqued the offending sensor to a precise "good-n-tight" setting against the crush washer in hopes that the problem will not recur.

Being in such a good mood and having slightly overestimated the cost of the overhaul, I was easily swayed when **Jeff Landon** of **High Desert Avionics** asked if I would like him to make me a "killer" deal on a new **Garmin GTX330 transponder**. You may have read one of the several recent reviews on this new gadget. The GTX330 has the capability for Mode "S" operation. This mode differs from the more familiar Mode A and C in that it allows for data to be transmitted to the aircraft by ATC radars. Mode S transponders have been installed in airliners for years and will shortly be mandated for all aircraft in Europe. Garmin is the first manufacturer of general aviation avionics to market an affordable unit. So, what's the benefit of these data? Well, the FAA (We're here to help...) has, for some time, been developing a system called Traffic Information System (TIS). The TIS is a software capability installed in selected Approach Control radars around densely populated areas. The TIS basically looks at a Mode S return from an aircraft, identifies the eight closest aircraft within 8 miles of the Mode S target, and then transmits the data over the uplink to the Mode S-equipped aircraft. The GTX330 receives these data and displays them as targets in two pages of the GNS430 display. Voila! Traffic collision and avoidance information in the Skywagon's cockpit! The software in the GTX330 not only displays the uplinked targets, but determines their potential for conflict and alerts the pilot, both visually and verbally of a potential collision. All this for a cost that is orders of magnitude less than a typical TCAS or TCAD installation. Unfortunately, Joshua Approach is not one of the facilities that are currently enabling TIS. The good news is, save the crowded airspace in R2515, there are not too many aircraft conflicting with each other in the Antelope Valley. I did get a good evaluation of the system on a quick trip to San Jose the other day. Traffic started appearing about 50 miles from SJC at about 8500 ft MSL. From there to the pattern I was able to identify and locate, visually, all the traffic lined up for the parallel runways. **Way cool!** If

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anyone would like more detail on the **Toymaster's** new gadget, or would like to fly a demo, please let me know. Around here, all you have to do to receive traffic is to poke your nose over the hills to the south and into the LA basin.

Well, by next newsletter I will have returned from CYYC (figured it out yet?) and should have a story or two to tell.

Fly safe and check six!

- Gary Aldrich
Kommanding



Young Eagles Update

What's this! An actual report?! I've finally come to the conclusion that if I don't get the report out the day of the rally, it probably won't happen at all, so here it is. I'll also give you a "howgozit" on the program for the year so far.

Many thanks to Olaf Landsgaard who provided office space, and on behalf of the Rosamond Rotary Club provided a \$200 gas credit card (good at the Skypark card lock fuel system) to one lucky Young Eagles pilot. (This is a "hook"; you'll have to read on to find out who won.)

The chance of free gas brought pilots out of the woodwork! Eleven pilots showed up (some for the first time) under high overcast skies ready to introduce young people to the joys of flight. It was too bad that we were not as successful in bringing out the kids. I don't know if the weather scared off some (it looked worse that it really was), or if the local media outlets didn't print/air my press release. Either way, only 21 kids showed for rides.

Next time, I plan to try a more direct marketing approach and get flyers into places that parents are likely to see them, like schools, libraries, local fast food restaurants, and grocery stores. If any of you want to help with this effort, please let me know.

Now for the specifics:

The following pilots flew Young Eagles at the rally:

Pilot	Type	#YE
Herb Carlson	Cessna 172	2
Kim Cummings	Cessna 172	1
Don Gates	Mooney M20C	4
Ed Mckinnon	M20K	5
Kevin Reilly	AA-1C Lynx	1
Paul Reukauf	Cessna 150	1
Paul Rosales	RV-6A	1
Doug Triplat	Bonanza	3
Lee Trlica	Thorp T-18	1
Bob Waldmiller	Cherokee 140	2

Total Young Eagles at today's rally May 17, 2003: **21**

Thanks also to George Sandy who graciously used his Cessna 170 to take a pre-Young Eagle (6 years old) and his parents for a ride.

The following ground crew provided invaluable help:

Beth Triplat	Certificate Presentation and Photography
Beth Gates	Certificate Presentation and Photography
Karen Steinaway	Certificate Presentation and Photography
Miles Bowen	Registration and Certificate Printing

One enterprising Young Eagle, **Xavier Canada** (one of Karen's third graders) ran errands and did odd jobs supporting the ground crew, and earned himself a couple of extra rides!

Now for the year-to-date stats for our local program. The 2003 database currently shows 153 Young Eagles flown at rallies and by chapter members flying on their own. This is behind last year's count at this time of 188, due in part to cancellation of the March rally in Tehachapi due to weather. We've got some catching up to do, and I'm open to all ideas of how we can get back on track.

The 153 Young Eagles flown so far this year break out by pilot as follows:

Mark Bakes	1	Con Oamek	4
Paul Baldwin	4	David Orr	3
Michael Barnes	3	Kirk Peek	5
Miles Bowen	7	Arnie Peterson	4
John Bush	1	Raymond Powell	7
Herb Carlson	21	Kevin Reilly	1
Lynn Crawford	3	Paul Reukauf	5
Kim Cummings	1	Paul Rosales	11
Geoffrey Dille	5	George Sandy	2
Doug Dodson	8	Shel Simonovich	3
John Fisher	2	Robert Souza	2
Don Gates	4	Doug Triplat	3
Steve Ivey	11	Lee Trlica	1
Mike Lamb	1	Bev Vander-Wall	5
Ozzie Levi	4	Dean Vander-Wall	6
Ed McKinnon	13	Bob Waldmiller	2

Remaining Rallies for 2003

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

Oh yes, I didn't forget: Each pilot's name was put into a nicely decorated coffee can once for each sortie flown at the Rosamond rally today for a chance to win the \$200 gas card. To keep things above board, I asked **Olaf** to draw a name out of the can during the awards segment of the Chapter 1000 fly-in held after the rally. And the winner is..... none other than **Paul Rosales**. Those of us who

know Paul predict that he'll zero out the card by the end of next weekend. I think he got a pretty good start on it giving rides after the rally. Congratulations, Paul!!

Well that's all till next month. See you at Mojave!

- Miles Bowen

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

Vacuum Bagging—Epilog

So we showed you the pictures of the process on **Erbman's** wingtip last month, but I know all of you...most of you(?)...okay, one or two of you were wondering what the results were. Here are the weights of the "completed" wing tips:

Non-Vacuum Bagged Wingtip: 5 lb 5.0 oz (2410 grams)

Vacuum Bagged Wingtip: 5 lb 3.2 oz (2360 grams)

Difference: 0 lb 1.8 oz (50 grams)

Difference should increase slightly when the extra flashing is removed.

Master Composites Artist **Bob "Waldo" Waldmiller** responded:

"Yup. It'll improve a little. There's not that much flashing on it. We could have pulled out more resin if the epoxy viscosity were lower and if we could have pulled more vacuum. Two things: The MGS resin system works much better in this application due to its lower viscosity. Secondly, vacuum bagging against a hard tool allows us to pull far more vacuum. The blue foam would crush under the same vacuum that we would normally put on a hard tool.

For reference, the whole top cowling for the Cessna 170 weighed in at slightly over six pounds and it consisted of over 6 plies of carbon fabric with the MGS resin system on a hard tool!

The benefits of vacuum bagging? Well, what can you say? Probably little if any benefit for the "moldless" composite building method."

Asia Pacific Light Flying Stratomaster Aircraft Instruments

Russ -

The following may be of some interest to you or other members of Chapter 1000.

These instruments are made in South Africa and the Australian agent is in Canberra. He was over here in Perth a month or so ago and he is a genuine person and is only too glad to assist with any queries. I have purchased the top of the line Ultra instrument for my Zodiac plus a small single instrument that combines airspeed and altitude (plus encoder) as a backup that will run off a separate battery. As you will see on the website (<http://www.lightflying.com.au/>) it is an LCD integrated instrument with Analogue and digital readouts of airspeed,

altitude, rate of climb, tacho, fuel, engine instruments plus a whole host of other features. It has good sunlight readability and looks good - and the prices are very good. The company also has a large range of single instruments covering about all you would need in an experimental aircraft. For the purists about the only drawback could be the instrument layout that does not follow the 'standard' layout but this does not worry me.



I hope all is well over there and pass on my best wishes to your family and other members of Chapter 1000.

- Graham Byass

Project Police Aircraft Spotters Quiz

All right, enough of the easy DC-5 stuff. **Evil Editor Zurg** has directed that we've got to make this tougher. Therefore, we're going to the other end of the scale to the really obscure.



Standard rules apply. Identify the pictured airplane and describe its significance. Bonus points for web page references to additional information. Send your guesses in to **Zurg's Whipping Boy** at erbman@pobox.com. Alternatively, send your guess by any other acceptable means of communication.

Web Site Update

As of 7 Jun 03, the hit counter stood at **83235**, bumping the hit rate up to 22 hits/day for the last month. It may go up soon—our work tables got mentioned on page 53 of the July 2003 KITPLANES—even if they did mess up the URL.



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

Jun 14: Young Eagles Rally, 8:00 am, Mojave Airport, Mojave CA. (661) 822-0806

Jun 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

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

Jul 26: Young Eagles Rally, 8:00 am, General William J. Fox Field, Lancaster, CA. (661) 822-0806

Aug 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Aug 16: Young Eagles Rally, 8:00 am, General William J. Fox Field, Lancaster, CA. (661) 822-0806

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

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

Sep 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

Sep 20: Young Eagles Rally, 8:00 am, Rosamond Skypark, Rosamond CA. (661) 822-0806

Oct 21: 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 Kent Troxel: ktroxel@antelecom.net
 Treasurer Doug Dodson: dodsond@qnet.com
 Technical Counselors: Gary Sobek gasobek@attbi.com
 Ron Wilcox avi.ator@verizon.net Bill Irvine wgirvine@yahoo.com

EAA Chapter 1000 Technical Assistants

<i>Composite Construction</i>		
Doug Dodson	dodsond@qnet.com	661-256-7276
George Gennuso	pulsar1@qnet.com	661-265-0333
Brian Martinez	brianmartinez@cs.com	661-943-5379
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
<i>Wood Construction</i>		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
<i>Aluminum Sheet Metal Construction</i>		
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
Russ Erb	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
Russ Erb	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Doug Dodson	dodsond@qnet.com	661-256-7276
<i>Electrical Systems</i>		
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
Gary Aldrich	gary.aldrich@pobox.com	661-609-0942

Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, 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!

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 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 17 JUN AT HIGH CAY—FLYING ROUTE 66
 FOOD AT THE MEETING!
 12th ANNUAL FLY-IN REPORT
 EPILOG ON VACUUM BAGGING**



The Leader In Recreational Aviation