



# 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>

January 2004

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:



## Whatever Happened To The Northrop YB-49 Flying Wing?

**Bill Flanagan**  
**Tuesday, 20 January 2004**  
**1700 hrs (5:00 PM Civilian Time)**  
**USAF Test Pilot School Auditorium**  
**Edwards AFB, CA**

Well sports fans, I know I have wondered from time to time about what happened to the YB-49 that Major Glen Edwards was aboard back in the mid forties. Was it pilot error? Did the plane come apart? Just what happened? Late last year I happened to attend a briefing on the Northrop flying wings given by **Mr. Bill Flanagan** here at Northrop Grumman and he touched on what may have caused the aircraft to crash. After the briefing I asked Bill if he would come out to the base and repeat the briefing for Chapter 1000. Fortunately for us, he agreed, and that, my friends, will be our program for the January meeting.

Here's a little about Bill's background, some of you may remember Bill at TPS in 1976 (*holy cow! That's BA! (before Aldrich).*)

**Mr. Bill Flanagan** is employed by the **Northrop Grumman Corporation** as a flight test Weapon System Operator (WSO) on the B-2 bomber (*didn't know they had*

*those, did you?*). A retired United States Air Force navigator, he is a 1976 graduate of the USAF Test Pilot School. He has over 4000 flying hours with 500 hours in the B-2 and has been mission qualified in the F-4, F-111, SR-71, T-38, and C-135 aircraft as well. He flew 169 combat missions in the RF-4C Phantom in Southeast Asia. He has a Bachelor of Science degree in Aerospace Engineering from the University of Virginia and a Master of Science degree in Aeronautical Engineering (Air Armament) from the Air Force Institute of Technology.

So, it looks like an interesting meeting this month! Be sure to come on out to the meeting for some chips, dips, drinks and the ever present **chocolate chip cookies**. And if that doesn't get you to the meeting, you won't want to miss the gourmet dining at the BK lounge afterwards where we solve most of the world's problems on the back of a napkin (*which we subsequently throw away*).

- George "Knife" Gennuso  
 Vice Kommandant



**\$20 to Opie – See back of newsletter for address**

## Last Month's Meeting

### EAA Chapter 1000

Barone's Pizza  
Lancaster CA  
16 December 2003

Gary Aldrich, Presiding

The annual Chapter 1000 holiday dining-out was hosted by the **Kommandant** and **Mrs. Aldrich** for the second consecutive and perhaps last time at **Barone's Italian Restaurant** in Lancaster (more about this later).

Nine chapter members who couldn't find anything better to do partook of pizza and beer, looking forward to the encore telling of the "dog story" and seasonal jokes, but were dealt a double disappointment. The **Kommandant** did not sufficiently imbibe enough to willingly tell the story, and my jokes got a lukewarm reception at best.

Through an unfortunate but apparent miscommunication, the restaurant was under the impression that our reservation was for the following evening and had turned away two members looking for the event prior to the arrival of the **Kommandant**. The **Vice-Kommandant** (who made the reservations...) was emphatic that he had specified the correct date and placed all blame on the restaurant.

Knowing the "**Knife**" to be a man of high moral character and integrity, we are giving thoughtful consideration to a change of venue for next year's soiree. Let it be known to the commercial community that Chapter 1000 is not afraid to wield our economic clout. "Mess with us at your peril!"

Following the consumption of mass quantities, the **Kommandant** announced and distributed EAA service recognition medals awards to the chapter officers. Our sincere apologies to those members who were inadvertently turned away from the party.

- Kent "Cobra" Troxel  
Secretary

## Kommandant's Korner

Hallelujah!  
An unpleasant "I hate my airplane" period in the life of the **Fightin' Skywagon** has come (nearly) to an end.



On 31 Dec, Chapter CFO **Dodson** and I launched in the **Strike Mooney**, bent on breaking the VC-180 out of the clutches of Honest Air, Inc at McCarran International Airport.

After a very pleasant journey in the cool and still (for the desert) air, we found our way to the proper hangar to find the Skywagon proudly sitting on the ramp with her nose in the air. I swear I could see a little excited wiggle in her rudder as I approached. Dean Henderson, owner of

Honest Air, left home and hearth to come out to the airport to trade me some airplane keys and logbooks for a very large check. Pleasantries completed and thorough preflight accomplished, **Opie** and I did a **PPTAF**-standard formation brief and stepped to our respective air machines. I slapped a fresh Jeppesen database into the GNS430 (just in case WJF had moved in the ensuing 3 months) and cranked up the Continental. I was immediately impressed with the smooth operation of the powerplant which I ascribed to the brand new McCauley airscrew.

Ground ops were normal as we taxied to runway 19R in staggered formation with me in the lead. I elected not to ask for priority departure clearance (to minimize ground run time) since the ambient temperature was in the low 60's and CHTs were well under control. Good thing, too, as we sat in the hammerhead for more than 10 minutes watching arrivals. Finally cleared onto the runway, we pulled up, line-abreast and waited another minute or two for takeoff clearance. Given the long and wide runway, the Strike Mooney delayed only a second or two after my brake release and was able to snuggle into a good safety chase position just as we were turned southwest by departure control.

My original intent was to stop at Henderson Airport to do a leak and loose item check, but; instead, we leveled at 6500 feet MSL and followed Highway 15 out of town to the west. Always the good wingman, **Opie** tightened up the formation periodically and gave welcome "clean and dry" calls. The engine continued to operate with exceptional smoothness and the low outside air temps allowed me to close the cowl flaps, lean moderately, and still keep all cylinders below 380 degrees or so. Running "flat-out" with 2400 RPM and 22.5 inches of manifold pressure the Cessna whiz-wheel said I was generating about 72% power...ideal for break-in of the new piston rings. Thus, rather than climb to 8500 feet to clear the rocks for a direct shot to Fox, we elected to remain at 6500 feet and follow the highway in time-honored little-airplane fashion.

The remainder of the flight was, well, very non-eventful. That's just the way you want it when there's lots of new and untried metal moving around under the cowl. The mercifully light head winds allowed a quick return to the Antelope Valley where we treated Fox tower to a picture-perfect flight test landing with safety chase.

So, now that I have an airplane again, we can plan further aerial adventures with the Chapter. I hope that the New Year will bring you and yours good fortune and good flying as well.

Fly safe and check 6,

- Gary Aldrich  
Kommanding

## G-202 10 December 2003 Update

Another eventful weekend. Saturday, I replaced the 3 year old battery with a new Odyssey brand battery. What a difference. Our old 16 amp-hour could not start the engine unless it was fresh off the charger. I was worried we would

have to step up to a larger battery (and rebuild the mounting system) but all it took was a new one.

Sunday we ran the engine to full power. The magnetos and propeller worked normally through the run-up check and everything looked fine at full power. All temps look good. The VM1000 engine monitor is a nice all in one package and so far is working great.



**- Howard "Hojo" Judd**

*(Note: Hojo and Vanhooter were right on track for a first flight on 17 December 2003, until on 16 December 2003 during an engine run an unlatched canopy flew open and encountered an object which punched a very un-nice hole in the canopy (OUCH!). The canopy has since been replaced and at press time they are working toward first flight again.)*

**Piavis RV-7 Update**

Erbman,

With the now-8 month old boy running around, things are a little busy. However, I do get to spend a little time here and there on the RV-7. Day after Thanksgiving, **Gary Sobek** did the honors on a Tech Counselor/**Project Police** visit on the almost complete left wing. All that's required is the riveting of the bottom skins. I'm currently working the

ailerons, then the flaps. After that, it's on the right wing. Man...there's a lot of rivets!

**Jim**



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Glad to see you have proper pointing in the picture. Think you'll do it in less than 10 years this time? I might just squeak in under 10 years.

So are you just ignoring the mystery aircraft for several months or have you really been stumped?

**Erbman**

-----  
Hummm, hope to have this one in 5-6 years. The last was actually only 8. You've got the hard one to build. That plans-only stuff takes a little time. If everything works out, I hope to order the fuse kit in the spring and start on that in the summer.

Naw...it's priorities. Got the munchkin, then work, then the RV. It's only taken me 2 1/2 months to get the annual on the Boredom Fighter done, but there were a couple things needing some work.

**Jim**



**Young Eagles Update**

Despite the mountain wave and moderate turbulence everywhere in the world last Saturday, the Young Eagle gods blessed California City Municipal airport with a pocket of calm air ideal for introducing young folks to the joys of flight. Ten pilots and four ground crew were on hand to help California City with its Wings and Wheels celebration.

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## Pilots and Aircraft:

Pilot	Type	#YE
Theodore Blaine	Comanche 250	7
Wen Painter	Cessna 182	5
Bob Souza	PA28-161	6
John Bush	Cessna 140	1
Dave Sampson	PA28-140	1
Shel Simonovich	Cessna 150	2
Con Oamek	Beechcraft F-33-A	6
Paul Rosales	RV-6A	1
Herb Carlson	Cessna 172	3
Miles Bowen	Cessna 170	4

Total Young Eagles at Cal City: 36

## Ground Crew:

Victoria Rosales	Aircraft Assignment, Photography & Certificate Presentation
Mary Beth Gates	Photography & Certificate Presentation
Karen Steinaway	Registration and Certificate Production
Kim Cummings	Aircraft Assignment

Many thanks to all who helped make this a successful rally.

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## INYOKERN RALLY NOTICE

Please note that even though I am officially retiring as the Antelope Valley Young Eagles Coordinator at the end of the year, I have promised Char Spencer and Nancy Bass at Inyokern that if a new Coordinator is not chosen before mid January, that I will coordinate one last rally at Inyokern on **Saturday, January 17, 2004**. Mark this on your calendar, as this always proves to be a fun one! Besides, the Indian Wells Airport Authority has a reputation of being very generous with fuel for Young Eagles pilots, and the airport folks make sure the pilots and ground crew don't go away hungry.

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## YEAR TO DATE:

The total numbers of Young Eagles flown by Antelope Valley area pilots, including ones flown outside organized rallies, stands at 904!!!! so far in 2004. This latest list of individual pilots and their Young Eagles count includes the number of seats available in their aircraft. This is to give all you pilots an idea where you fall in the annual competition for the most Young Eagles flown in 2 seat and 4(+)-seat aircraft. It's not too late (*okay, so if you're reading this now it is*) to add to the totals, as there is still a couple of weeks left to fly Young Eagles on your own. If you do, just email me the names, A/C & N#, and location flown, and I'll include you in the final report after New Year's.

Name	# YEs	Total Seats	Name	# YEs	Total Seats
Bob Souza	99	4	Olaf Landsgaard	6	2
Herb Carlson	93	4	Dean Vander-Wall	6	4
Miles Bowen	64	4	Geoffrey Dille	5	4
Ed McKinnon	60	4	Mike Lerner	5	4
John Bush	42	2	Kirk Peek	5	4
Shel Simonovich	37	2	Paul Reukauf	5	4
Con Oamek	35	5	Beverly Vander-Wall	5	4
Paul Rosales	30	2	Paul Baldwin	4	4
George Sandy	30	4	Ozzie Levi	4	4
Christine Visco	29	2	Arnie Peterson	4	4
Wayne Babcock	26	4	Ted Rutherford	4	2
Kim Cummings	26	4	Michael Barnes	3	4
Don Gates	26	4	Dean Byers	3	4
Doug Dodson	23	4	Lane Carlson	3	4
Wen Painter	23	4	Lynn Crawford	3	2
Ted. Blaine	22	4	John Manduca	3	2
Eric Hansen	21	5	David Orr	3	2
Jonathan Ames	17	4	Doug Triplat	3	4
Tim Cahoon	17	4	John Fisher	2	2
James Roberts	16	2	John Tumilowicz	2	2
Bob Hoey	14	4	Bob Waldmiller	2	4
Bill Hoverman	12	4	Mark Backes	1	4
Jack Schweizer	12	4	Landon Carlson	1	4
Steve Ivey	11	4	Pierre Hartman	1	2
Ken Hetge	9	4	Mike Lamb	1	2
Kevin Reilly	9	4	Dave Sampson	1	4
Frank Haertlein	8	2	Lee Trlica	1	2
Raymond Powell	7	4			

## - Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator  
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## Fightin' Skywagon Solenoid Post Mortem

Many moons ago the Kommandant experienced an unusual system failure in the Fightin' Skywagon. When approaching the runway with the intent of committing aviation, he accomplished an engine run-up as most of us are wont to do. However, strange and wondrous things began to occur. As the RPM was increased, the CO Guardian carbon monoxide monitor began cycling through its power-on self-test routine (which beeps several times). That drew the Kommandant's attention to the digital voltage meter, which was fluctuating just below 10 volts. Then, the rest of the avionics started to act up, restarting, or showing dim panel lighting.

The decision was made to taxi back to parking, but when the appropriate call to ground control was attempted there didn't appear to be enough juice left to transmit on the GNS 430. Shutting down everything but the backup KX-155 allowed a "weak, but readable" response from ground and permission to return to the ramp. Once in the chocks, pulling the mixture knob to the idle cut-off position reduced a lot of the noise, but the propeller continued

spinning. Turning the ignition key to off made no difference. At this point, our fast-thinking Kommandant realized what was happening—the starter was still engaged and turning the engine. Making a quick mental scan through the electrical schematic, he flipped the master switch off, opening the master contactor which stopped the flow of current to the starter, and the rest of the noises stopped.

Since the Skywagon at this point was not at its home ‘drome, the Kommandant removed the cowl and applied the techniques taught at the Fonzerelli School for A&Ps—namely he whacked on the starter solenoid a few times with his trusty Gerber Multi-tool, hoping to un-stick the contacts. Replacing the cowl and returning to the cockpit, he restarted the engine uneventfully with no further problems, and proceeded to commit the previously contemplated acts of aviation.

Operations were going swimmingly until 2200 hours that same day when attempting an RTB to WJF, when the same problem re-reared its ugly head, and was addressed in the same fashion. Sensing that once sets a precedent and twice forms a tradition (at least at Texas A&M), the Kommandant decided it was time to rip out that starter solenoid and replace it with another. So it was decided, so it was done. The problem has not returned since.

So what had happened? Early in 2003 the Kommandant had removed the 2000+ hour old warhorse of a Skywagon engine and sent it off to a nice engine hospital in Northern California where it was once again made whole and dressed in nice clothing from Oshkosh b'gosh. While the engine was away getting some much deserved R&R, the Kommandant set about cleaning up the engine's little residence. After polishing the firewall, the old starter solenoid, which had done yeoman service of delivering hundreds of amps to the voracious starter motor (with never so much as a thank you), was offered retirement at full pay and allowances, which it immediately took. A new starter solenoid was requisitioned from the "candy store in Corona", and was subsequently trained and installed. Things were fine for a few months, until the story detailed above unfolded.

The first suspicion was of **Gross Buffoonery** on somebody's part, namely installing a continuous duty (master) solenoid where a intermittent duty (starter) solenoid should be. Checking the part number on the offending solenoid against the master Cessna part number list showed that the solenoid displayed the correct part number for this application.

On 6 July 2003, after an exciting round of teaching **Erbman** the ins and outs of changing aircraft split wheel innertube tires, our intrepid **Project Police** diagnosticians (boy, that's a lot of syllables) decided to try to get to the root of what happened. Besides, the procedure involved disassembling stuff to see how it works, and what **Project Police Officer** doesn't enjoy doing that?



Here we see the offending solenoid as it looked after removal from the aircraft.



With the skill of a trained surgeon, the steady hands of the Kommandant wield a **Project Police Scalpel** (a Dremel Moto-tool type device fitted with a fiberglass cutting wheel) to make several cuts through the cap on the solenoid. It's a lot easier to do this when you know that you won't have to reassemble the parts later.



The innards after peeling back the flanges on the cap. The cap is at the top of the picture. Note that the contacts on either side of the inside of the solenoid show noticeable pitting. The plunger (left side) is pulled down by an

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electromagnet to bring the round copper plate into contact with the contacts on either side, completing the circuit.



End on view of the plunger, showing noticeable pitting on the copper disk contact.

Further understanding of what happened requires understanding how solenoids are built. When two switch contacts are brought together, the voltage difference between them causes a small spark, which makes a small weld between the contacts, allowing the current to flow. The size and strength of this weld depends on the amount of current flowing through the circuit, especially at the time the contacts are brought into contact inside the contactor (*sorry about that...I just wanted to see how many times I could use the word "contact" in one sentence*). More current—bigger weld. Bigger weld—more force required to break that weld to open the switch contacts.

Contactors built for continuous use typically do not have large amounts of current flowing through them when brought into contact (closed). In fact, in most aircraft electrical systems, there is almost no current flowing at all when you turn on the master switch. Therefore, the welds are weak, and a light spring is sufficient to separate them. Because the spring is light, the electromagnet coil in the solenoid can be small because it doesn't have to pull very hard against the spring. The smaller coil means smaller current through the coil, which means less heat and current required, and thus the solenoid can be rated for continuous use.

However, contactors built for intermittent use, such as controlling starter motors, are intended to see large current surges as the contacts close. This leads to bigger welds, and a stronger spring needed to separate them. The stronger spring requires a stronger electromagnet coil to close the contacts. The larger coil requires more current and generates more heat. However, this is not an issue since the contactor is used for a few seconds at a time.

The smoking gun in the subject contactor was the spring. Both *Project Police* investigators commented that the spring found in the contactor seemed very light (weak), as might be expected to be found in a continuous duty contactor. Short of buying additional contactors of each type for comparison to further corroborate their findings, this is what the investigation team found:

1) **The contactor in question was a continuous duty (master) contactor that was mislabeled as an intermittent duty (starter) contactor, or**

2) **The intermittent duty (starter) contactor was mis-assembled using a lighter spring from a continuous duty contactor.**

In either case, the spring proved too weak to separate the contacts at the time of the incident(s).

The Kommandant was able to stop the starter (?) by opening the master switch, thus opening the master contactor. This worked because the starter current flowed through the master contactor on its way to the starter contactor, then to the starter motor and back to the battery. The subject problem is precisely the reason the starter current should pass through the master contactor. If the starter current was routed around the master contactor and the starter contactor failed closed, the only way to stop the starter would be to disconnect the battery, which would take several minutes, require getting out of the pilot's seat, and would require the use of tools. Fortunately, master contactors are rated for this sort of intermittent large currents IF the contacts are already closed when the current starts.

So why was the master contactor able to open when the starter contactor wasn't? Since the master contactor was already closed at the time of the inrush of starter current, the master contactor did not develop the large weld that occurred in the starter contactor.

You may have noticed that this problem was not apparent until the run-up. Jim Weir, who writes for *KITPLANES* magazine, and others have suggested a simple indicator light to alert you to "Starter Engaged" condition. The circuit is very simple—connect one wire to the starter side of the starter solenoid and the other wire to ground. The light will illuminate any time the start is receiving current. If it doesn't go out when you release the starter, you know you have a problem.

- Russ Erb  
*Project Police Investigator*

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## Hush Haus For Your Oilless Air Kompressor

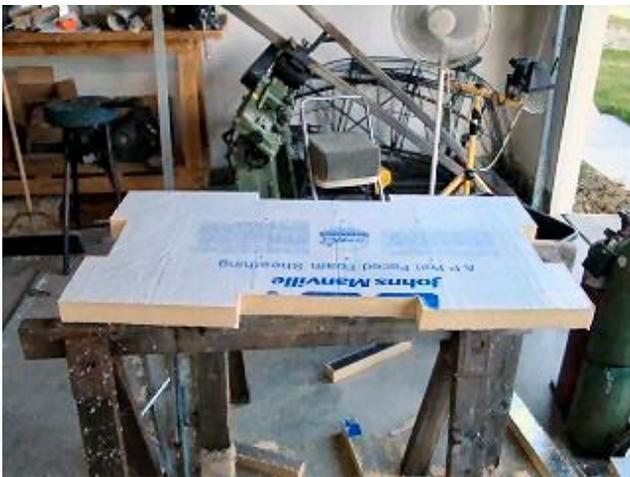
Oilless air compressors have a lot of advantages, such as low maintenance and low cost. They also have one big drawback--they're NOISY!! (WHAT?? I CAN'T HEAR YOU! THE COMPRESSOR'S RUNNING!) When I moved into my new house, I couldn't banish the compressor to the outside (no room in the crawl space they laughingly call a "side yard"). Since the compressor would be in the shop with me, I had to do something to reduce the noise level so that I wouldn't be jumping out of my skin and diving for the ear protectors every time the compressor kicked on.

At first I was playing with some ideas that were rather complex and weren't going to fit in the space available. Eventually I realized the objective was not to muffle the compressor so much that I wouldn't know it was on, but simply to attenuate the noise down to a tolerable level. At that point the design became much cheaper and simpler.



The material for the Hush Haus was simple 2" Foil-Faced Foam Sheathing. This was a yellow foam that I picked up at the local Home Depot. I needed two 4'x8' sheets, but had a bunch left over. I cut it with a simple crosscut hand saw (haven't used that in a while!).

Here we see the four side pieces. The large piece behind them is the leftover piece, which I have donated to our chapter composites guru to play with (but he's never bothered to pick up).



The top of the Hush Haus. The pieces go together sort of like a jigsaw puzzle, hence the notches.



The four sides assembled.



The four sides taped together with all-purpose duct tape. The top has been placed on top.



After taping the top on and placing over the compressor. A small hole (about 2"x2") was cut at the bottom and in the top to allow cooling air to move through by convection. The air outlet is at the opposite end of the box from the piston end of the compressor.

I tested the sound attenuation before and after cutting these holes, and I couldn't tell any difference. I figured this meant there was enough sound coming through the foam that it overwhelmed any additional sound coming through the holes.

In the end, I accomplished my objective. I can definitely still hear the compressor, but at least the noise level is tolerable now. To give you an idea of what that means, I always wear hearing protection when riveting, using most power tools, or mowing the lawn. I can stand the sound of the compressor now without hearing protection.

So how do I control the compressor? It's permanently set to "ON" and maximum pressure. I turn it on and off through a 20 amp plug wired to a 20 amp switch outside of the hush haus. Pressure is controlled with a separate regulator in the line.

- Russ Erb

## Web Site Update

As of 10 January 2004, the hit counter stood at **87636**, for a hit rate of about 21 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**

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

Jan 24: EAA Chapter 49 Annual Banquet, 6:00 p.m., Antelope Valley Inn, Lancaster, CA. (661) 948-0646

Feb 3: No EAA Chapter 49 Monthly Meeting

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

**Feb 17: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

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

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

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

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

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

**May 15: Thirteenth Annual Scotty Horowitz Going Away Fly-In**, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

**May 18: No EAA Chapter 1000 Monthly Meeting**. Go to the Fly-In above.

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

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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ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:**  
**REGULAR MEETING 20 JAN AT TPS**  
**G-202/RV-7 UPDATES**  
**STUCK SOLENOID POST MORTEM**  
**KOMPRESSOR HUSH HAUS**



**The Leader In Recreational Aviation**