



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>

March 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:



So, How Goes The Flight Testing?

Howard Judd and Dave Vanhoy

Tuesday, 16 March 2004

1700 hrs (5:00 PM Civilian Time)

USAF Test Pilot School Auditorium
Edwards AFB, CA

As you have probably guessed from the title, this evening's program is about flight testing. To be more specific, how goes the testing of the Giles G-202. Fortunately for us, Howard "Hojo" Judd has agreed to come on down and give us an update on the flight-testing of his recently completed Giles G-202. This should be very interesting.

As you recall at January's meeting we were given a little glimpse of the first flight video with Hojo at the stick. As Hojo stated, a lot of things happen on the first flight and you're trying to keep track of all of them but a lot is missed in the excitement. Now that he has had a chance to get some more flight hours under his belt and several test cards to analyze he'll be able to give us a much better picture of the performance and flight qualities of his beautiful airplane. I'm really looking forward to his presentation; it should be an interesting evening.

As always, there will be chips, salsa, chocolate chip cookies and beverages for your snacking enjoyment with the usual solutions to the world's problems at the BK Lounge afterwards.

- George "Knife" Gennuso
Vice Kommandant

Dues Delinquents!



All right, time to play hardball! We warn you and warn you, but you just won't listen. Therefore, it is time to exercise one of the *Project Police's* most dreaded weapons—**public humiliation!** Therefore, we present the annual list of slackers in our midst:

Bernard N. Bakken, Vernon J. Blomquist, Tim Brien, Keith Colmer, Ed Dutreaux, Todd Ericson, Daniel L. Falbe, Shawn Fleming, Francis X. Gentile, Jon Goldenbaum, George Heddy III, Heinz Huester, Randy Kelly, Brad Knapp, Brian M. Martinez, Pete K. Moore, Alan B. Norman, Brad Norman, Jim Payne, Jim Piavis, Terry Pierce, Kevin Reilly, Ronald Scaggs, Chris Shearer, Jeff Smith, Paul Stein, Dave Vanhoy, Tina Visco, Pete Waters, Ron Wilcox, Leo V. Williams.

To remove your name from the slackers list and re-establish your good credit rating, send your \$20 in to the treasurer (see back page).



Thirteenth Annual Scotty Horowitz Going Away Fly-In 15 May 2003 at Rosamond Skypark

Make your plans to attend now! Volunteer your services to help out before the board assigns duties to you!

Giles G-202 Update—The Rest Of The Story

(This month we hear from the other partner in the Giles G-202 – Dave Vanhoy)

Tuesday came early last week. Dave & Howard's G-202 (call sign N94AX) took to the clear and only slightly windy skies above Mojave airport at 1:30 local time on Monday 19 Jan 2004. Hojo was at the controls and Dave was nearby - flying safety/photo chase with

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Chuck Coleman in his Extra 300. A little engine roughness (due to prolonged ground runs at lower power) spiked Hojo's blood pressure on the initial climbout but a slight leaning of the mixture smoothed the Lycon 4-cylinder noise maker right out. Engine ran without a hitch for the rest of the flight. All temps were low and pressures in the green. Aircraft was responsive but not overly sensitive - just like an acro plane should be. **NO SURPRISES. BORING.** Test flying just the way we like it (*Amen!*).

OK, it wasn't the least bit boring, but things couldn't have gone any better. Lots of preparation was the key to this and we are extremely grateful to everyone who had a hand in prepping us for first flight.

For the flight testers in the audience: Test points included some Up and Away Maneuver blocks looking at stability, control power, & handling qualities, air data calcs, level decel, repeat maneuver block at approach speed, approach to stall, simulated approach and go around, low approach, and a full stop landing that tracked right down the runway (expected pitch sensitivity didn't cause any difficulty this time!!!!). Howard did an outstanding job!!! **Dr Steph Corda** was standing by on the radio and recorded all the data for the sortie. He was also instrumental in providing one last sanity check to our flight plans and helped us work through many potential failure cases and emergency procedures. **Michelle Davis** was the photog and took all the stills that I've attached here.

Post flight inspection didn't uncover any problems. Aircraft was ready for flight 2 but the winds were out of limits (gusting over 20 kts). This was foreshadowing for the next week's weather. Flight 2, Dave's first flight, was weather cancelled 5 times. And yes, I was NOT a fun guy to be around!!! (*I can verify that...*) But years of test discipline helped prevent us from pushing too hard. Finally on Thursday Jan 29 at 9:12 in the morning, Dave took off on flight #2. This was mostly a repeat of flight 1 with the primary emphasis on preparing for and conducting a safe landing. Additional test points including expanding the speed envelope to 160 Kts, expanding the g envelope to 3g (which may have been accomplished on the first flt but the G-meter had been locked out (*I hate it when that happens!*)), and conducting the first (of many!!!) 1g 360 rolls. The airplane handled well. I can't wait to expand the envelope and fly more acro!!! A low approach and full stop landing were uneventful – at least from the spectator's point of view!!!! The pilot's heartbeat was no where near its resting rate!!! But once the aircraft settled down, tracked straight, and slowed to a taxi pace, then the cheers started!! What a great flight!!!! I wish everyone could experience this excitement.

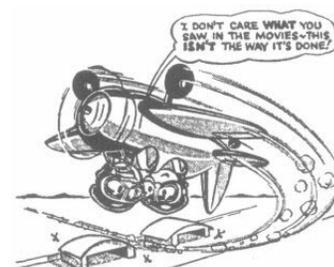
Additional details, pilot reports, photos, and video will be available to anyone interested shortly - well, maybe not shortly because with envelope expansion points that need to be flown, there is no time for documentation!!!!

Thanks to everyone for their support, interest, patience, jabs, and gratuitous one liners over the last 7 years. Our accomplishment certainly would not have been possible without the direct and indirect support of every one of you. As Howard and I try to re-introduce ourselves to folks we have neglected for half a decade or more, we

realize (once again!!) that it's our family and friends that make life worthwhile. Our aircraft is named for our TPS class, 94A, where Howard and I met and shortly after graduation began this crazy project. A few years later, a classmate of ours was killed in a plane crash. Our call sign, N94AX (X for experimental), was born in part to honor the memory of **Mike Huntington**, a great FTE, pilot, and friend. Be safe out there, cherish your family and friends, but keep living life to the fullest. Fair skies and tailwinds.....

Cheers,

- Dave Vanhoy





Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium

USAF Test Pilot School, Edwards AFB CA

17 February 2004

Gary Aldrich, Presiding

About a dozen members participated in the ritual sharing of tribal knowledge about the construction, care and feeding of custom built aircraft. The **Kommandant** opened the meeting with the now classic phrase, “**I’ll show you yours and you show me mine.**” This type of outside the box thinking is demonstrative of why he is the Kommandant.

Vice-Kommandant George “Knife” Gennuso amazed one and all with his giant-sized hose cutter acquired at Harbor Freight for merely \$3.95. Necessity drove the Knife to this desperate yet innovative maneuver when his **Bob Vila** approved Craftsman cutter (with a princely price of \$16.95) proved inadequate in handling the 1.5” radiator hose for his Pulsar. The Knife quoted **Clint Eastwood** in his portrayal of **Marine Gunny Tom Highway** in “Heartbreak Ridge”: “**Short of weapons? Improve!**”

Lathan “No Call Sign Yet” Collins perplexed members with a tantalizing technical conundrum via a Powerpoint presentation. Lathan described his dilemma with an interference on the Revmaster engine installation on his **Sonerai** where the starter and the nose gear strut were competing for the same space. Innovative responses from the astute assemblage ranged from converting the aircraft to a tail-dragger to offsetting the nose gear ala the A-10 to allow space for the center-line mounted 30 mm cannon. After thoughtful consideration of all suggestions, Lathan revealed that Revmaster offered a factory kit for \$200 which relocated the starter to the top of the engine. Still, Lathan privately admitted that he was intrigued that offsetting the nose gear would enable him to add a cannon at a later date.

Vince “Opus” Sei discussed the process of “glassing” the windshield and canopy installation (per the patented Gennuso method) on his **F-1 Rocket**. **Russ “Erbman”**

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Erb showed the wingtip lens that he fabricated for his Bearhawk, and his LED "Light by Wire" cockpit lighting. **Howard "Hojo" Judd** gave a progress report on continued flight testing of the Giles 202.

The **Kommandant** thanked all presenters and other members in attendance, and subsequently issued a "Victory" proclamation. He later shared crash-site photos which showed the demise of the **Fightin' Skywagon**. Again, our thoughts turned to the loss of our good friend **Dave Lazerson**. Members then retired to the BK Lounge for an evening of dining and hangar talk.

(At the BK, Knife's wallet was heard to audibly whimper when Erbman suggested that everyone was a speaker that night, therefore Knife should treat us all, supersize or not. The Kommandant, sensing himself about to get dragged in to paying, quickly vetoed the motion.)

- **Kent "Cobra" Troxel**
Secretary

Kommandant's Korner

Life goes on...and with it, the search for a new "Fightin' Skywagon". The search criteria are simple. Namely, find an exact replica of N61691 for the same money.



Well, as you can imagine, seven plus years have passed since I stumbled onto the original and; just like real estate, "they just ain't making 'em anymore". Production of C-180s decreased in the doldrums of general aviation in the late seventies and early eighties. Only 134 1977 models rolled out of Wichita. Totals for 78, 79, 80, and 81 (the last year for the C-180) were 94, 114, 51, and 34 respectively. When you subtract the numbers of airframes that have suffered a similar fate to N61691, then discount those that lived the blue-collar life in the bush gathering 10,000 hours and/or multiple ground loops, the available population shrinks considerably. This has necessitated expanding the criteria to the earlier "J" models produced from 1973 to 1976. This increases the potential to find a low-time, reasonably straight airplane. Unfortunately, it also means giving up gross weight capability (K-models are eligible for an STC increase to 3190lb), modern instrument layout, and a few other niceties that Cessna had incorporated into the latest model. Despite these limitations, I have found a few interesting airplanes around the country and even made an offer on one (whose owner apparently thought was too low). At any rate, I shall keep you informed of the progress (whether you are interested or not) in these pages and, shamelessly, ask you to keep an eye out for that N61691-clone mentioned above. There might even be a finder's fee for the right airplane...

Speaking of rare airplanes, the "Aluminum Overcast" (EAA's B-17G) will be visiting the Antelope Valley again this spring. The proposed dates are one of the first two weeks of May. Stay tuned to the newsletter or the website for updates. Hopefully, the maintenance problems that

plagued their visit last time have been resolved and we'll have an opportunity to offer rides to the local populace.

We'll be soliciting volunteers to assist the crew. There are rewards for volunteering...ask **Bill Irvine**.

As I write this I am preparing to spend a weekend locked up in a hotel conference room. I'll be attending AOPA's Flight Instructor Refresher Clinic to renew my CFI certificate. I've been using this method of renewal for about 20 years and each time come away impressed with the quality of instruction and professionalism of the instructors. I never fail to learn something. I suspect I will lapse into my "instructor voice" for the next **Komm Korner**...be warned.

Fly Safe & Check Six

- **Gary Aldrich**
Kommanding

New Members

The **Project Police** are once again happy to welcome to their ranks two new **PPOs** in training.

First is **Jim Less** (call sign **Clue**). Clue is a member of the TPS staff as an F-16 IP and VISTA pilot, not to mention having the dubious distinction of learning his craft as a test pilot under the tutelage of such notables as the **Kommandant**, **Opie**, and **Erbman**. Clue is interested in buying or building an aircraft, so he thought he would join the group of really cool people who do that sort of thing. Unfortunately, they were too far away to be convenient, so he settled for us. I would tell you what type of airplane he was interested in, but it has changed several times since he joined as he learns more about what's really involved. Clue lists his greatest aviation accomplishment as still having number of takeoffs = number of landings.

Also joining up with the **Project Police** is someone you've probably heard before if not actually met. Yes, it's **Karl Lewis**, the voice of the Edwards Open House and Fox Field National Air Races. Karl recently realized one of his dreams by buying a Vari-Eze, and decided it was time to join up with the folks who know about that sort of thing. Okay, he "decided" when he was hanging out at TPS Transformania and **Erbman** stuffed the application into his hand. Under pressure like that, he could no longer resist. The Vari-Eze fits in well with his interests in high speed, high performance aircraft and aerodynamic design. Karl lists as his aviation accomplishment that he is a Naval Aviation Officers Candidate School graduate.

Welcome to **Clue** and **Karl**!

Crazy Jet Engine Uses

It is with great trepidation that we reveal the following to the **PPOs**, for fear it might give you ideas. Someone keep an eye on **Karl**—he might try it on his Vari-Eze...

<http://aardvark.co.nz/pjet/turbinenuts.shtml>

How Jim Piavis Spent His 40th Birthday



EAA Chapter 1000’s Own Amateur-Built Designated Airworthiness Representative

One of the eventual events that each flying homebuilt has to get through is the final inspection by the FAA. In theory, actual employees of the FAA would come out and inspect your aircraft. Since these people are employees of the Federal Government that you are already paying with your tax dollars, they were not allowed to charge you anything—after all, it is part of their job. However, like many government agencies, the FAA has continued to reduce the number of personnel accomplishing the same duties, so an actual FAA employee was frequently not available. The solution was supposed to be the Designated Airworthiness Representative (DAR). These were people who are not employees of the FAA and thus were allowed to charge for their services. For years we’ve heard the horror stories of how few DARs were available and when you found one how they would charge several hundred dollars for mileage and time to come out, inspect your homebuilt, then give you a list of squawks to fix before you pay them several hundred dollars to come back and do it again. An additional problem was that a DAR might be inspecting an aircraft of a construction method that he was not that familiar with.

A few years ago, EAA decided to expand its highly successful Technical Counselor program and convince the FAA to create a position for the Amateur-Built DAR. This would have three major improvements: 1. Greatly increases the number of DARs, 2. DARs are inspecting construction methods that they are familiar with, and 3. As EAA volunteers, they can’t charge for their services.

Well, one of the *Project Police’s* fine Technical Counselors has stepped up to the challenge. **PPO Gary Sobek** has taken the plunge and the training to become an AB-DAR. Below is the letter certifying his elevation to

this most exalted status. It’s signed by Tom, so it must be important.

Experimental Aircraft Association
EAA Aviation Center
P.O. Box 3089
Oshkosh, Wisconsin 54903-3089
800-426-0810, Fax: 920-436-4878
E-mail: tom@eaa.org
Thomas R. Poberezny
President

February 9, 2004

Mr. Gary Sobek
1601 N. Sepulveda Blvd. #221
Manhattan Beach, CA 90266

Dear Gary:

Congratulations on your successful completion of the joint FAA and TSI Amateur-Built DAR training course in Oklahoma City.

Your efforts in supporting this important joint EAA/FAA program are in the true spirit of EAA’s family tradition of members helping members. Your appointment to the new Amateur-Built DAR program and completion of training is recognition of your high status within the homebuilding community.

It is the efforts of EAA members, such as you, that have enabled EAA to obtain and maintain the many privileges we have to build and operate amateur-built aircraft in the U.S.

Sincerely,

Tom
Tom Poberezny
President

/ss

Even though he won’t be able to charge for inspecting your homebuilt, there are other ways of compensation that are available, such as taking him flying after you finish the flight test period or buying him dinner at the BK after the chapter meeting.

Priceless in Afghanistan

Classification: UNCLASSIFIED
From Afghanistan
Sent: Tuesday, February 03, 2004 9:43 AM
Story of the week;

So we are up in the mountains at about 0100 hrs looking for a bad guy that we thought was in the area. Here are ten of us, pitch black, crystal clear night, about 25 degrees. We know there are bad guys in the area, a few shots have been fired but no big deal. We decide that we need air cover and the only thing in the area is a solo B-1 bomber. He flies around at about 20,000 feet and tells us there is nothing in the area. He then asks if we would like a low level show of force.

Stupid question. Of course we tell him yes.
The controller who is attached to the team then is heard talking to the pilot. Pilot asks if we want it subsonic or supersonic.

Very stupid question.
Pilot advises he is twenty miles out and stand by.

The controller gets us all sitting down in a line and points out the proper location.

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You have to picture this.

Pitch black, ten killers sitting down, dead quiet and overlooking this about 30 mile long valley.

All of a sudden, way out (below our level) you see a set of four 200' white flames coming at us.

The controller says, "Ah-- guys-- you might want to plug your ears".

Faster than you can think a B-1, supersonic, 1000' over our heads, blasts the sound barrier and it feels like God just hit you in the head with a hammer". He then stands it straight up with 4 white trails of flame coming out and disappears.

Cost of gas for that: Probably \$50,000

Hearing damage: For certain

Bunch of insurgents thinking twice about shooting at us: Priceless

Classification: UNCLASSIFIED

Project Police Aircraft Spotters Quiz

Success! **Evil Editor Zurg** is pleased to actually get some response to last month's Aircraft Spotters Quiz. The subject of last month's quiz is repeated below.



The first response was from **Miles Bowen** who sent the following response:

The aircraft in the February Leading Edge is a Kawanishi H6K Flying Boat, code-named "Mavis" by the Allies in WWII.

How do I know?, you ask. Aaahhh, isn't the Internet a wonderful thing! Upon first seeing the picture in the Leading Edge Spotter's Quiz, I had no clue as to the identity of the aircraft. At first glance, it looks like something Boeing would have built (the cockpit area reminds me somewhat of the B-17), but the Japanese markings belie that possibility. After Yahoo-searching on several combinations of the terms "four engine", "Japanese", and "seaplane", I got a hit on the Kawanishi H8K2 "Emily". Upon arriving at the website, it was obvious that this was not the airplane in the Spotter's quiz, however there was a reference to another Kawanishi airplane, the H6K, code-named "Mavis". Paydirt!

The website

<http://www.combinedfleet.com/jjna/h6k.htm> has a couple of good 3-d color side views, and <http://www.combinedfleet.com/jjna/h6k5.gif> is a three view.

The website

<http://www.faqs.org/docs/air/avemily.html#m1> says "The H6K1 was designed by a team under Yoshio Hashiguchi and Shizuo Kikuhara, leveraging off data provided by a Kawanishi team that had visited Short Brothers in the UK. It was a neat prewar flying boat design of metal construction, with some similarities to the US Consolidated PBY Catalina, but arguably more attractive and certainly bigger. The initial prototype had a streamlined hull, a strut-mounted wing with four Nakajima Hikari 2 nine-cylinder air-cooled radial engines with 625 kW (840 HP) each, and a twin-fin tail. It carried a crew of nine."

Murry Rozansky also gets credit for correctly identifying the aircraft as a "Kawanishi H6K5 Mavis". He went on to say "Its a H6K not sure if its a ...5 The Jap equivalent of the Catalina. range of 3,400 mi., endurance of 27hr. No armour or self sealing tanks; easy to shoot down. Only 215 built, 1/15 the number of Catalinas. Later used as transport, replaced in combat by H8K Emily. "Flying Boats & Seaplanes" Nicolaou. Murry"

Here's your next challenge:



So, here we go again. Identify the aircraft in these pictures and send that information to erbman@pobox.com or to the editor's address seen on the last page of this newsletter. Include any other information you know. Links to web sites with more info are a plus. Next month we'll tell you who (if anyone) was correct. Look closely—there is a significant clue that **Zurg** left in the picture.

Do you have any pictures of really obscure aircraft? Send them to **Evil Editor Zurg** by any of the usual means for inclusion in this spot. Zurg recommends sending an e-mail to erbman@pobox.com as the easiest and most effective manner. Amaze and stump your friends.

Web Site Update

As of 7 March 2004, the hit counter stood at **89037**, for a hit rate of about 23 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.



ANTELOPE VALLEY 99s
 14th Annual St. Patrick's Day
 Poker Flight in 2004!
 W.J. Fox Airfield in Lancaster



DATE: ♣ Sunday, March 14, 2004 ♣

TIME: 9 a.m. – Cards available at airports!
 12:00 p.m. - Barbeque begins!

CHECK IN: 10:00 a.m. to 1:00 p.m. at Fox BBQ Hangar with unopened envelopes
 Prizes awarded at W.J. Fox after lunch
 Spot Landing Contest at Fox – 11am to 12:30pm
 → See our web site for info: www.exportcentral.com/av99s/

STOPS/CARD LOCATIONS: Fox/BBQ hangar, Mojave/Voyager Restaurant, Tehachapi Muni/flagpole, Inyokern/Quonset hangar, Cal City/terminal, Rosamond/old FBO.

Fly to 1 or 6 airports in any order. If you don't make it to all airports, you may get cards at W.J. Fox AP. Special prize for the P.I.C. of each participating aircraft that gets to at least 3 airports.

Rain or shine, it's party time – If weather is not VFR, there will be a hangar party. Poker hands will be dealt, prizes awarded, and barbeque will be held.

AVIATION RELATED PRIZES INCLUDING:

- ♣ Various locations for overnight stays!
- ♣ Many fabulous aviation prizes and MORE!!!

NOTE: BBQ tickets should be purchased before March 6th. On the day of the event, BBQ tickets will be sold based on available food. **NOTE: WE SELL OUT!**

- ♣ For additional information - Contact Jennifer Solee at (661)949-8872 ☎
- ♣ For more info: please check out our web site! www.exportcentral.com/av99s/

The Antelope Valley 99s is a nonprofit organization. Your contribution is tax deductible.

Name(s) of all Attendees _____	# Poker Hands _____
Address _____	# BBQ Tickets _____
City, State, Zip _____	# Combo _____

\$10.00/Seven card Poker hand – Best 5 card hand wins
 \$10.00/BBQ (Santa Maria Beef with trimmings)
 \$18 COMBO (includes one Poker hand AND one BBQ ticket)

MAKE YOUR CHECK PAYABLE TO ANTELOPE VALLEY 99s AND MAIL TO:

JENNIFER SOLEE
 45402 LEATHERWOOD AVE.
 LANCASTER, CA 93536

TOTAL AMOUNT ENCLOSED: \$ _____

For additional info – Call Jennifer (661)949-8872

Chapter 1000 Calendar

Mar 14: AV 99's 14th Annual St. Patrick's Day Poker Flight, General William J. Fox Field, Lancaster, CA. www.exportcentral.com/av99s/

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 Meeting, You should have gone to the Fly-In above!

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

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

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

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

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

Jul 20: 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:
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 Secretary Kent Troxel: ktroxel@antelecom.net
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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**

**C/O Russ Erb
 3435 Desert Cloud Ave
 Rosamond CA 93560-7692
<http://www.eaa1000.av.org>**

ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
 REGULAR MEETING 16 MAR AT TPS
 MORE G-202 PIX AND REPORT
 GARY SOBEK BECOMES AB-DAR
 99'S POKER RUN**



The Leader In Recreational Aviation