

# THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

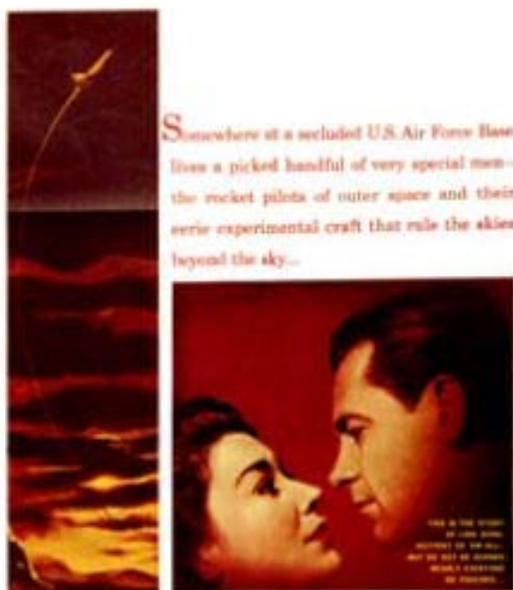
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<http://www.eaa1000.av.org>

June 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:



**WILLIAM HOLDEN**  
**"TOWARD THE UNKNOWN"**  
 presented by WARNER BROS. — WARNERCOLOR

LLOYD NOLAN · VIRGINIA LEITH · CHARLES MCGRAW  
 MERVYN LLOYD

**Host: Mike Machat**  
**Tuesday, 15 June 2004**  
**1700 hrs (5:00 PM Civilian Time)**  
**TPS Scobee Auditorium**  
**Edwards AFB, CA**

Have you ever heard the expression, Déjà vu? Or better yet, have you ever had one of those experiences? Well, sit tight because I think your going to have one now...

OK, now, this months meeting is the **best one we have ever had**, so take notes, and you might even want to **invite**

**a few friends** to this one. This month you're going to be transported back in time...Warm up the "Delorean" Doc, we're going back to the future!



It's 15 June 2004, you've just passed through the guard gates at Edwards AFB (is that the Twilight Zone music I hear in the background?). Off in the distance your eyes are drawn to the F-104 glinting in the late afternoon sun in front of TPS, yet somehow it seems different. You continue to drive, and as you do you can feel the years retreating into the past. The warm desert wind blows through the car's open windows. As the wheels turn so do the hands of the clock, days, weeks, months and years retreating into yesterday. The music on your car stereo fades from Jimmy Buffet to Beach Boys, and then to the sound of Big Band music. You are incredulous as you see your MP3 player morph into a CD player, then a cassette player, then an 8-track, and then into the soft glow of an old AM radio. The Street Pilot GPS on your dash first shows "Poor Satellite Reception" then disappears altogether into a fog that's as thick as a linebacker's neck.

As you approach TPS a strange sight comes into view. You pull into the parking lot, and hear the gravel crunching under the tires of the big '48 Buick Roadmaster you're driving, and your watch shows the date is 15 June 1955. You haven't seen this in a long time, a very long time. It looks like a movie premier from the 50's...

## THE LEADING EDGE

Klieg lights are out in front of the school; white columns of light are piercing the evening sky moving slowly back and forth. Just then, the **Kommandant** pulls in, behind the wheel of that sharp 1953

Studebaker (*Jeeze, it looks like it's doing sixty just sitting there*).



**Gary** gets out sporting a nice Fedora, and who pops out of the other door...none other than **Mike Machat** equally well attired. Well, sports fans, it looks like it's shaping up to be one of the best meetings we've ever had.



As a matter of fact this is the second premier of a 1950's movie. It's the EAA Chapter 1000's second premier of "*Toward the Unknown*" starring **William Holden** and **Virginia Leith** (there's that Déjà vu thing again). This is a movie about the X-2 and the **Gilbert XF-120**.

It was filmed on and around our chapter headquarters, Edwards AFB. You'll get to see what the base looked like in the 50's. Our esteemed member, **Mike Machat** (F-105 Guy), was able to lay his hands on one digitally remastered copy of *Toward the Unknown* for his private collection, and has graciously consented to share this unique bit of film history with us at this month's meeting. Visit <http://www.bellx-2.com/ttu/> to learn more about the movie.



Not only is Mike bringing the film, he also has the original movie posters and some of the actual scripts that were used during the filming of the movie. And to top that, Mike will be bringing actual 1950's Muzak to lend an air of authenticity to the evening. Mike will be narrating the evening's events so we we'll have plenty of opportunities to ask questions and look at the artifacts.

Now this evening would not be complete without the proper period food, so in a departure from the fine cuisine that we regularly have, there will be sodas, hot dogs, candy

and chewing gums. There might even be a couple of sticks of Beemans, you never know. But, it's not a complete departure, we will still have the traditional tray of Chocolate Chip Cookies, (couldn't start a meeting without those).

Just then a motorcycle cuts into the lot followed closely by a government issue Jeep. Look out! Isn't that **Hojo** riding that new Harley, and **Bill Irvine** behind him? That Jeep looks a few years old. The way this evening is going, it wouldn't surprise me to see **Jim Piavis** come taxiing up in the Boredom Fighter....

Well guys, we'd better get out of the parking lot and into the auditorium.

Besides, I think I see **Russ** coming in the *Project Police Deuce-and-a-Half* with a full head of steam, and he's yelling something about "Sprinkler's Be Damned...."



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

## Last Month's Meeting

### EAA Chapter 1000

The Hangar/High Cay  
Lancaster CA/Rosamond CA  
18 May 2004/22 May 2004  
**Gary Aldrich**, Presiding

May afforded the chapter two opportunities to meet, the first to attend a Lancaster Jethawks baseball game in lieu of our normal meeting on 18 May, the second was the Scotty Horowitz Going Away Fly-in on 22 May.

Courtesy of **Mrs.**

**Kommandant Anne Aldrich**, sixteen members and guests enjoyed the spacious Lancaster City Council skybox at Jethawk Stadium (aka the **Hangar**) and



witnessed the home team beat the Lake Elsinore Storm 6 to 4. Anne thoughtfully arranged to have the event designated as "**EAA Chapter 1000 Night**", have the **Kommandant** throw out the first pitch, and **Russ Erb** sing the national anthem...hey, it could've happened...and monkeys could fly out...well, you get the idea.

Driving to the stadium and exiting the 14 freeway on Avenue I, a sign indicated that both the Lancaster Stadium and the State Correction Facility lie ahead. My guest **David Moss** (brother of legendary British driver **Sterling Moss**....NOT) displayed typically dry English wit by asking if the stadium was a "dual purpose facility", and asked "what's the name of the team...Lancaster Jailhawks?"

Saturday the 22<sup>nd</sup> was the 13<sup>th</sup> annual **Scotty Horowitz Going Away Fly-in** and BBQ held at High Cay, the high desert estate of **Doug "Opie"** and **Gail Dodson** at the Rosamond Skypark. The first such event commemorated the departure of Scott, a chapter member, to join the astronaut corps. We had such a good time that we now gather every year to celebrate the event. Scotty was unable to attend this year, but we had the good fortune to have his father **Seymore "Sy" Horowitz** join us from Thousand Oaks. Thirty nine members and guests were in attendance with 10 aircraft: 4 RV's (various models); the "NEW" Fightin' Skywagon (in it's first public appearance); Pat Fagan's Bearhawk, a Cherokee, a Cessna 140, a Pietenpol and a Giles G202. Taildraggers outnumbered trikes 7 to 3. The gathering was privileged to observe acrobatic practice sessions by both the Pietenpol (Scott Leifeld) and the G202 (Howard "Hojo" Judd) in the area north of the field. **Vice Kommandant George "Knife" Gennuso** served superbly (as always) as the event "**Grillmeister**".

It was great to have C1000 members **Charlie and Glenna Wagner** visit from Fallon, Nevada, and garner the "traveling the farthest to attend" award. NO! WAIT! That award would seemingly go to **Emmanuel Richard** from France who also won the **Spot Landing** award in her RV-4. However, the judges (**Russ Erb** and **Bob Waldmiller**) declared that since she is currently residing in the SFV and not France, the award still would go to **Charlie and Glenna** (traveling the farthest award, not the Spot Landing award). It was a somewhat hollow victory, as lack of proper prior planning on the Secretary's part meant that there was nothing available to actually present for the "traveling the farthest to attend" award. "**People's Choice**" award went to **Hojo** and **Dave Vanhoy** for their **G-202**. The event also garnered one new member, **Glenn Watson**.

Just another typical month at the chapter.

- **Kent "Cobra" Troxel**  
Secretary

**Kommandant's Korner**

Summer has definitely arrived in the Antelope Valley...even if the calendar doesn't admit it. I was out flying in the **Strike Mooney** yesterday with **PPTAF/FM Dodson** while we "reset the clock" on his instrument and flight review requirements. Both men and machine were showing the effects of the high temperatures. Normal climb angles and airspeeds were just not doing the job cooling the hard-working Lycoming in the M20. CHTs quickly shot past 400 deg F while the other CHTs (Cockpit Head Temperatures) were certainly in the triple-digit range as well. Of course, I wasn't helping much by sadistically covering up the gyro instruments on the "foggled" PIC. Nonetheless, Trooper Dodson proved once more that he



knows his way around the National Airspace System. As a side note to our adventure, we found that Apple Valley Airport's fuel pit is under some major re-construction. If there was fuel available elsewhere on the field, it wasn't very evident. Keep that in mind if you are heading that way with the intention of buying some liquid energy for your air machine.

Chapter 1000 would like to officially congratulate **Jon** and **Tricia Sharp** and **Team Nemesis** on the much-anticipated rollout of the NXT (<http://nemesix.com/>). This is an exciting project and I'm sure that Jon and company will continue their outstanding performance in the air racing business with this new class of airplane.

We'd also like to express our condolences to Chapter 49 icon **Ozzie Levi**, who made an unscheduled, off-field landing in his Bellanca Cruisemaster late last month. Fortunately Ozzie escaped with a cranial dent and a couple of world-class shiners. The airplane did not fare as well, and sustained some pretty serious damage. However, Ozzie has pledged to put it back in the air and is hard at work on the task as you read this. If you're around WJF, stop in and add some encouragement to the process.

I hope all of you who attended last month's **Scotty Horowitz Fly-in** had an enjoyable time...I know I did. The weather turned out perfectly and it was gratifying to see both the **Judd/Vanhoy Giles G-202** and the legendary **Wagner RV-6A**. See the pics elsewhere in this issue. The accounting has been done and, despite a smaller turnout than last year, the Chapter made \$77 AND has a goodly supply of food and beverage remaining to treat the fly-in workers to the traditional post-fly-in barbeque. All in all, another rousing success. Of course, we remain indebted to the generosity of our **High Cay** hosts for providing just about the best fly-in venue we could ever hope for.

In the "upcoming events" column, low-level planning has commenced for the next Fightin' Skywagon mission to AirVenture in July. A couple of modifications to the normal plan are in the works...to include arriving earlier at the show and, of course, flying the new, high speed version of the **VC-180**. Skywagon copilot/NLE **Erb** is threatening to melt down his credit card at the vendor booths as the Bearhawk project has entered the high dollar/task mode of construction. Look for a detailed mission report in the August or September issue of the 'Edge.

Fly Safe, Check Six, and Stay Cool!

- **Gary Aldrich**  
Kommanding

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

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

Just in case you, like **Charleen Beam** or **Gary Sobek**, got stuck on the wrong side of a wall of clouds without your instrument ticket, 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)...



**First to arrive is the new Fightin' Skywagon**



**The Fightin' Skywagon has taken on the distinction of being the world's fastest but most expensive bread truck...**



**...not to mention water tanker**



**Preparations begin with moving all of the airplanes out of the hangar and giving it a good sweeping. Meanwhile, down at the approach end of Runway 25, Erbman is setting up the Spot Landing contest**



**The host aircraft, the M20C Strike Mooney, was moved to a position of honor next to the hangar**



**Coolest airplane you never saw...a 1936 Waco Cabin YKS-6 that was pulled out for washing down near the Spot Landing grading site. When encouraged to taxi it down to the fly-in, Ron Oglesby replied "No Battery"**



Among the first to arrive were *PPOs* Charlie and Glenna Wagner from Fallon NV in their flying-less-than-a-year RV-6A



Eventually the crowds found other things to look at and opened the Bearhawk up for a good photo.



Winner of the Spot Landing Contest was Emmanuelle Richard in her RV-4. She claims she didn't know about the contest, but we're not so sure...To bump up the difficulty this year, we arranged for strong and gusty winds during the contest



Instructor Master Grillmeister "Knife" Gennuso fired up the Chapter Grill and started to practice his culinary art



After completion of the Spot Landing contest, we turned the wind off and other pilots started to arrive in droves...er...airplanes. Pat Fagan returned in his Bearhawk and was immediately greeted by a swarm of lookee-loos. Yes, even the Kommandant is there to check out the Copperstate Grand Champion.



Jaime Liefeld (left) arrived with Scott in the Pietenpol. Katie Liefeld (right) arrived separately. Here they are watching the arrivals from the prime *Project Police* Landing Proficiency Grading Station



Hojo lands the Judd/Vanhoy (JV)G-202 after practicing an aerobatic routine in a practice box that just happened to be in view of the fly-in participants



Emmanuelle and Vince "Opus" Sei inspect the G-202 tail section, looking for any ideas they might steal for her RV-4 or his F1 Rocket



Dave Vanhoy stands by to guide Hojo to the parking spot. Dave was rebuffed in an earlier attempt to bring the airplane by high winds. After the winds calmed down, Hojo brought it over. Kent Troxel stands by just in case Dave needs any *Project Police* Supervising...



Kommandant Aldrich points out to Hojo that he made a mistake—that the wing should have been put on the top of the fuselage, citing the Fightin' Skywagon as an example. Steph Corda isn't so sure.



Hojo brings the G-202 to a stop at Fly-In Center Stage, opens the canopy, and immediately gets nervous about the canopy being open



Old habits never die...shortly after arrival Glenna Wagner slipped right into her old duties as Fly-In CINCFOOD. It's a good thing Gail was out of town—the Kommandant wasn't sure he would be able to arbitrate the jockeying for power...



**Grillmeister Knife expertly executes his craft while the growing masses wait impatiently...**



**Wayne Babcock's Cherokee 180, flown in all the way from...er...Rosamond**



**Dan Checkoway arrived in one of the first completed RV-7s that we've seen. Check out his excellent project web site at <http://www.rvproject.com>**



**An unidentified RV-6A gathering attention, with the wing of Scott Liefeld's Pietenpol visible in the background**



**Tina Visco's Cessna 120 (the no flap variant)**



**Doc and Elle Coussens didn't fly in their Piper Aerostar, but they did drive in this vintage Corvette that their son recently got running**



**Decisions, decisions...do we take the RV or the Vette?**



**For a brief period, EAA Chapter 1000 occupied and held the west end of Rosamond Skypark**



**More decisions...high wing luxury or low wing sportiness?**



**Largest collection of airplanes seen at L00 since...uh...this time last year**



**Part of the assembled masses**



**Even looking East there's still a whole mess o' airplanes**



**Opus, Emmanuelle, JP, and Erbman all look to the Kommandant to make a critical ruling as Erbman counts the People's Choice votes**



**Emmanuelle Richard accepts the Spot Landing Contest, proving once more that sometimes being lucky is just as effective as being good**



**Further discussions are held with Doc Coussens and Secretary Cobra about some highly important and critical topic that has since been forgotten...**



**The Kommandant speaks on behalf of the *Project Police* with the Guest of Honor's Representative, Mr. Sy Horowitz**



**Shown here in silhouette (as protection from any would-be terrorists), the Kommandant presents the People's Choice award to Hojo and Dave**



**Charlie Wagner moves the RV-6A into position for a test of its resistance to CG buffoonery**

## THE LEADING EDGE

### Charleen Beam Submits An Alibi...

Well, Joseph and I actually really did try to make it to the Chapter 1000 party on Saturday. In fact, we came home from our little holiday in Palm Springs early Saturday morning just to attend. We got as far as Brackett in our C-170 and had to turn around...we aren't IFR equipped and the clouds were sitting at about 3500 feet AGL and we needed about 5000 to get over the pass. I really missed seeing everyone, and was looking especially forward to seeing Gary's new toy, but am hoping that you will be able to join us for our hangar party in Corona on Saturday (29 May 04). My little Cub is all washed and sparkly and full of gas, ready to take up all passengers that want a ride.

If you need any more info, it's probably on the invite we sent, but let me know if you need anything. You can, of course, reach me by e-mail or cell at 949-375-3005.

Hoping to see you Saturday,

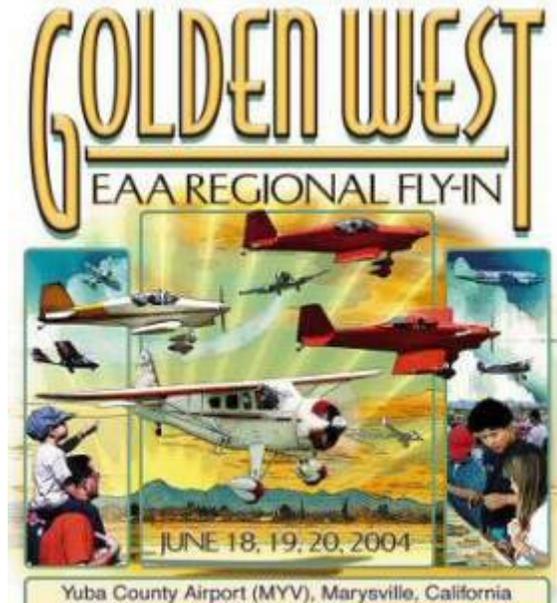
- Char and Joe

### More New Members

As **Soon-To-Be-Director Vince Sei** has been heard to say many times, "The Internet. It's not just for ... anymore" (You'll have to see him for the full quote—after all, this is a family-friendly newsletter). Such is the story of one of the latest additions to the **Project Police** ranks. It seems that **Toby Koehn** was surf'ing the 'net looking for information on modifications to the Bearhawk design and ran across a mention of EAA Chapter 1000. Presumably he was then drawn into the bowels of the chapter web site, and thought he could escape through the "Join/Pay Dues" page. As you might have guessed, Toby has been entered on the roles as one of our detached members, living on "**Happy Walrus Road**" in Summerville, Oregon. As soon as he submits something suitable for publication in the newsletter, we can even grant him official Det status with an actual Det number. He works as an educator, and is seriously considering building a Bearhawk. He doesn't own an airplane, but flies a company Maule MT7-260.

Besides the Internet, we also snag new **Project Police Officers** with just the offer of a succulent Bratwurst grilled to perfection by the **Instructor Master Grillmeister**. Yes, **Glenn Watson**, aka "**Doc Watson**" (we have not determined if this is in reference to a PhD, MD, or simply Sir Arthur Conan Doyle), made the mistake of wandering onto the Rosamond Skypark during the **Thirteenth Annual Scotty Horowitz Going Away Fly-In** and couldn't force himself to leave until he had transferred \$20 to the treasurer's hand. Okay, that's the 10% truth story. Some of the rest of it is that he recently moved here with his lovely wife **Rene** and researched local chapters by phone and by the EAA web site (there's that Internet thing again...). He's looking to potentially pick up a Starduster Too (already built) and possibly build an RV. Glenn came to the area to serve as Lockheed's F-117A Avionics Flight Test Manager (wonder if he's run into **Paul Rosales** yet? If so, he'll be ordering that RV kit within a week). Glenn

should fit in very well with this group, as he's already long on aviation accomplishments. He's logged 1880 hours as an F-15E WSO, including approximately 480 hours in 57 combat missions during Desert Storm (That's over 8 hours per mission—now MY butt is sore just thinking about that!). He's done Operational Test and Evaluation in the F-15E (oh, no! not another AFOTECer?). If that wasn't enough, he holds a Commercial certificate with tailwheel endorsement and CFI/I certificate. Hmm...maybe we should have offered him two brats for his \$5....



Coming soon! Check at the meeting to see if any rides are available.

### Grandpa's Delight For Sale



Hello,

We have a friend selling his award winning RV-6. It's a real nice one with 750 hrs. on his 180 Lyc. engine, with a constant speed prop. He is an A&P and the workmanship is excellent!

He's asking **\$75,000**. We were hoping someone we know would buy it and keep it in California. One of you might know someone looking for a real nice RV-6. Our friend's name is **Jack Hakes** and the plane is at Crystal Airport near Palmdale. E-mail address [jhakes@qnet.com](mailto:jhakes@qnet.com)

- Grace Heddergott

**Project Police Aircraft Spotters Quiz**

Yep, **Evil Editor Zurg** has stumped all of you again. Not even **Project Police Master Aircraft Spotter Jim Piavis** took a shot at this one. The only correct response received was from **Lee “Erb the Elder”**, and **Zurg** insisted that **Lee** be disqualified since he was the guy who sent the picture in.

I can hear **Piavis** now practically screaming “So what the @\$%^\$ is it?!” Well, duh! Any aircraft spotter worth his cleco pliers would recognize the McDonnell XF-88B! Note that’s McDonnell, not McDonnell-Douglas. Of course, on the theory of the “Lockheed F-16”, the “Boeing F-15” and the “Boeing B-1”, I guess this would now be the “Boeing XF-88B”...



**PPO Erb** sends in the following explanation:  
 “The picture of the McDonnell XF-88B taking off at Lambert Field in St. Louis circa 1952 is my favorite airplane picture for many reasons. I saw the takeoff from the second floor of the Engineering Building and can still visualize (even after 52 years) the lift off and the rotation to a 45+ degree climbout with the prop feathered. The pilot was probably Chief Experimental Test Pilot Bob Edholm since he had the most time in the two XF-88 prototypes.

The XF-88B was aircraft No. 1 (s/n 46-525) was modified to test the 2750 hp Allison XT-38-A-5 and various turboprop propeller configurations at NACA Langley. The nose gear was moved to the side to make room for the installation the T-38 engine. (The A-10 was not the first aircraft to have an offset nose gear.)

The use of a turboprop was thought to be a possible range extender for long range escort jet fighters. Remember that at this time an efficient jet engine had a specific fuel consumption of 1.1 lb/hr/lb of thrust (1 lb of thrust is 1 hp at 375 mph). Reciprocating engines were getting 0.5 lb/hr/hp and some times less. Jet airplanes were flying gas tanks to get range.

A good story of the XF-88 design and the competition with the Lockheed XF-90 and North American XF-93A is at <http://home.att.net/~jbaugher1/p88.html>.

The picture shown can be found at <http://www.wpafb.af.mil/museum/research/fighter/f88-5.jpg> The caption on

<http://www.wpafb.af.mil/museum/research/fighter/f88.htm> is in error saying the XF-88B is landing. The McDonnell building (The old Curtiss-Wright St. Louis factory) is in the background. At the right side of the picture the building is "out of focus" due to the heat plume coming out of the afterburners. Also the left afterburner nozzle position is in the high thrust position. I was standing at the window with my co-workers and bosses on the second floor about 50 feet from the east end of the building (the fuzzy looking end).

It was a real thrill for me because it was the first fruits of my labor in the aircraft industry to fly. I basically had two jobs as a graduate "Design and Development Engineer" at McDonnell Aircraft Corporation making \$1.51 per hour. (During 1951 a number of old time employees had to have their salaries adjusted upwards.) I was assigned to assist Bob Steiner in the detail design of the rotor fuel governor for the XV-1. Then came a contract to get the two XF-88's out of storage and I was assigned to refurbish the afterburner fuel system. (The design of the "short" afterburner by McDonnell is a story in itself.)

As I remember the XF-88A (s/n 46-526) was the first to get the refurbished afterburners. I spent 2 days trouble shooting the pilot's temperature adjustment system. It turned out to be the 50-cent potentiometer on the instrument panel was burned out. (I was in high heaven climbing in and out of the cockpit of a fighter that had gone Mach 1.0 in nearly level flight. Even if I was in the Experimental Flight Test Hangar.) This experience is what prompted my assignment to Edwards AFB when I was called to active duty in the Air Force. My MOS (*that's AFSC to you present day folks*) was changed from Engineering Maintenance Officer to Flight Test Engineer.

The XF-88A was used to test a number of "droop snoot" airfoil leading edges in support of the proposal that lead to the production of F-101 series. Also I believe it was used to flight test a mockup of the in-flight refueling system.

In 1956 while stationed at Edwards, my wife, my young son, and I were invited to a picnic of the McDonnell XF-101 flight test crew. I think they were surprised to meet the nice lady I had married since leaving McDonnell. (I had had a somewhat checkered reputation while working at McDonnell.) (*Hmmm...*) The crew was a fine bunch of people, and expert in their various professions. They were good friends of which I unfortunately lost track.

Sorry for the autobiography (It's an "Age Thing").

**Lee H. “Erb the Elder” Erb**  
 EAA Chapter 1000 Det 5, Arlington, TX”

**Web Site Update**

As of 6 June 2004, the hit counter stood at **91151**, for a hit rate of about 25 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**

**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., Project Tour. Call for details. (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

Jul 27 – Aug 2: EAA AirVenture 2004, Oshkosh WI

Aug 3: No EAA Chapter 49 Monthly Meeting? (Check first), 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

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

**Sep 11: Lancaster Aerospace Walk of Honor Street Fair**, Lancaster CA. (661) 609-9042

Sep 11: EAA Chapter 49 Old Fashioned Fly-In, General William J. Fox Field, Lancaster, CA. (661) 948-0646

Sep 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Sep 21: EAA Chapter 1000 Monthly Meeting?** (check first), 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

**Oct 19: 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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**THE LEADING EDGE**

**MUROC EAA CHAPTER 1000 NEWSLETTER**

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**ADDRESS CORRECTION REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**  
**REGULAR MEETING 15 JUNE AT TPS**  
**SECOND PREMIER "TOWARD THE UNKNOWN"**  
**GOBS O' FLY-IN PHOTOS**  
**GOLDENWEST FLY-IN THIS MONTH**



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