



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>

December 2000

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:



Dinner With The Project Police

Tuesday, 19 December 2000
1800 hrs (6:00 PM Civilian Time)
Golden Cantina In Rosamond CA

In keeping with the spirit of the Holidays, your Board of Directors (whom you could join—see enclosed ballot) have decided to dispense with our usual highly technical or historical presentations for December and instead invite all **Project Police Officers** and their families to a night of dining and levity at the Golden Cantina in Rosamond. This event will be in keeping with the **Project Police's** typical low-key style. Ordering will be from the menu. The Golden Cantina is located at Rosamond Skypark. **Note the difference in time.**

If you know you plan to attend, please contact **Vice Kommandant George Gennuso** (661-265-0333 or pulsar1@qnet.com) and tell him so. However, if you can't warn him in advance, just come anyway. We'll sort it out as required.

If any one feels it necessary, we can continue with our usual pattern of solving all of aviation's problems. However, such is not required. Aviation's problems can wait until January.



Pulsar Flies!

After suffering through 11 weeks of government buffoonery, **Vice Kommandant George Gennuso** finally received the airworthiness certificate for his Pulsar.



On Tuesday morning, 5 December 2000, with said certificate properly displayed and the assistance of Chapter 1000 Flight Advisor **Gary Aldrich**, George made his first flight in the Pulsar at Fox Field.



George reports that it flew just as he expected, except that his EGTs were well in excess of the limits. As a result, the flight was cut short as George immediately

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returned to the pattern for an immediate landing. Flight time was all of 6 minutes, for a big 0.1.



Discussions Wednesday with Chapter 49 members pointed to the cold temperatures (dense air) were causing the 2-stroke engine to run lean, so the carburetor jetting should be enriched. Additionally, the prop needs to be adjusted for some more pitch to bring the full throttle RPM back down.

Other than those minor issues, George said that it flew very straight and true.



Pictures of the first flight, courtesy of Gary's way-cool digital camera, have been posted on the EAA Chapter 1000 Web Site. Go and see them!

Project Police NOTAM!!! TPS Moves Again!

Yes, TPS has moved back to Boyd Hall, Bldg 1220, where it was up until December 1999. The building has been totally renovated in the ensuing year. Starting in January 2001, our regular meetings, unless otherwise announced, will return to the lounge at 1700, moving to the auditorium at 1730. While many things have moved around in the building, at least those two rooms are in the same locations.

For those of you who have joined in the last year, a map to the old/new facility will be included in next month's newsletter.

Project Police NOTAM!!! Mike Machat Named Honorary Project Policeman

By unanimous vote of your Board of Directors, we have decided to bestow upon Aviation Artist Extraordinaire **Mike Machat** the highest honor that we can from EAA Chapter 1000. No, I don't mean giving him a free chapter patch, even though we did do that. Mike has been named an **Honorary Member of EAA Chapter 1000**. This decision is based on his outstanding talent, contributions to aviation, and certified wing-nut status. The Kommandant said something about we just like to be associated with really cool and well-known people in aviation.

With this status comes all of the privileges afforded to regular members (except voting), such as getting this really cool newsletter, authorization to harass favorite **Project Police** targets such as **Flabobians** and **Bob Mackey**, and authorization to poke his head into member's and non-member's workshops and hangars and ask a string of inane and unimportant questions. Not to mention the right to claim to be part of "one of the most unusual EAA Chapters" or however it was that Bob Mackey described us.

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB
1700, November 21, 2000

Gary Aldrich, Presiding

Schmoozing, Visitors, Announcements, Old Business, New Business

Yea, we schmoozed and ate all of the Chewy Chips A'Hoy® as we are wont to do. No great aviation problems were solved, as we save that sort of thing for after the meeting. Visitors present included **Olaf Landsgaard** and his brother, plus one or two others who's names I didn't catch because we didn't officially introduce anybody.

The **Kommandant**, being the illustrious leader that he is, decided to cut this part of the meeting as short as possible after the schmoozing because we were all too excited to hear what our speaker had to say.

Program

What can I say? If you were available to be at this meeting and chose not to for no good reason, you severely screwed up! This had to be the best presentation we have had since at least the rib forming demonstration in January 1997, and probably since long before that. Folks were still talking about it weeks after the meeting! If you weren't there, quit your grouching—we warned you in last month's newsletter.

Mike Machat, renown Aviation Artist, was flown in by Mooney express from "down below" to speak to the assembled group. As promised, the presentation started off with the "Name the Plane" contest. Just to make it challenging, all of the pictures were from the inside of the aircraft looking out the window or at the inside of the

aircraft. Yes, even the *Project Police* were stumped by some of the choices. Rather than pass out score sheets and have everyone record their choices, which would then have to be scored, we just shouted out our answers in chorus. Cuts down on the need to clean up the hanging chads later. By rather subjective tabulation, Mike declared the **Kommandant** the winner of the contest. The Kommandant later announced that he would donate the prize(d) Machat poster for some sort of money raising event for the chapter. Not unreasonable when you see the number of Machat prints hanging around the Kommandant's house. I haven't counted lately to determine if the Kommandant has the most Machats in his house. It may be a close race with **Norm Howell**. **Howard Judd (Hojo)** is also known to have a few.

If you're not familiar with Mike's work, then you probably haven't spent a lot of time hanging around TPS, the Air Force Flight Test Center, the Edwards History Office, or the Pentagon. That's where you'll find a lot of his recent work. Be sure to go by the Edwards Flight Test Museum—the big mural there is an original Machat.

After stumping the *Project Police*, Mike moved on to tell us about how he became an aviation artist. This was accomplished with slides of his different works through the years.

Mike grew up in New York, where his father worked at Republic Aircraft. It was obvious that Mike was very proud of his father's work at Republic, where he helped design such aircraft as (if I remember correctly) the P-47, the Seabee, and a four engine reconnaissance aircraft that never got past the prototype stage (thus I don't remember the name).

The earliest work that Mike showed us was a paper from grade school, which had some writing and a drawing of an airplane on it. Mike reported that his teacher told his parents "He has a problem with spelling, but he sure draws well." Mike spent his childhood recording in drawings the world around him. Like most of us, he was already an airplane nut at this early age. Like most of us, he bought and built every Revell plastic airplane model sold. Unlike most of us, he launched the airplanes from the roof in a trail of flaming Duco cement and kept the boxes. His primary motivation was to keep the artwork that was on the boxes for future inspiration. (The other day I was in Smith Brothers' Hobbies in Lancaster, and noticed for the first time that there is some really impressive art work on those model boxes—it never really occurred to me before Mike's presentation)

Mike said that his ambition early on was to be the artist that did all of those "artist's conception" drawings you see everywhere. He eventually went off to art school, where his love of airplanes tended to get him in trouble a lot. It seems he found a way to work airplanes into every assignment, regardless of how the description was made. One that comes to mind was to do an anatomical cutaway drawing, which was done on the head of a pilot sitting in a **Republic** F-105 cockpit. Another was a "pencil sketch involving two figures." This resulted in a drawing dominated by the aforementioned **Republic** recce airplane with two men talking by the nose gear. (You can see this drawing at the Raven's nest at Mountain Valley Airport in Tehachapi, along with many other Machat works.)

Eventually Mike graduated, in spite of the airplanes, and went to work for Douglas in Long Beach. He started out as an illustrator for technical manuals, but moved on to design paint schemes and do those "artist conceptions." One impressive work he showed us was a colored pencil sketch that looked like it took hours which he said was done on demand in about 20 minutes. This was a sketch to show a prospective customer how their paint scheme would look on a Douglas aircraft. If it was just the airplane it would be impressive enough, but this included a full background and looked like a travel poster. Why was it done in 20 minutes? Because that's how long before the meeting Mike was tasked to do the drawing. We were told that this was not an unusual case, but was actually part of his job description to do fast art on demand.

Mike did so well at Douglas that they tried to promote him into the management track. He did that for a little while, but decided it wasn't for him. He eventually set out on his own, and somehow got into doing a lot of historical and semi-historical prints for the Air Force. He showed us most of them, and walked us through how he does the research and development for these paintings.

While answering our questions, he related a story of how he was attending the dedication ceremony for one of his paintings at the Pentagon, and noticed on the guest list one of his first art teachers from art school. Mike seemed rather upset to find out that this teacher was quite the aviation enthusiast, even back then, but never told Mike. Got to preserve the proper professor-student relationship, you know. Mike asked him what he thought of the painting on display. Just like any art critic or curmudgeon, of course he still had comments on how it could be "improved." Some professors are just never satisfied.

After the presentation, the Kommandant thanked him for coming to speak to us. He also presented Mike with his own EAA Chapter 1000 patch, which Mike immediately commented on how much he liked the patch. He started to mumble something about "...good use of negative space, and the juxtaposition of the colors brings out the..." which, of course, none of us understood. Even so, it looks like more kudos go to **Jim Piavis** for designing such a bitchin' patch. Mike went on to tell us that one trick for determining if a color scheme works is to turn it upside down and see if it still looks good, which he demonstrated with the patch. He also said that it drives his wife nuts when she walks into the studio and he's working with the painting upside down or in some other weird position.

Following the meeting, we treated Mike to a full course dinner at the local **BK**. He was even authorized to Super-Size his meal (or whatever BK calls it). We put off solving all of aviation's problems this month to continue the exciting discussion of aviation art.

We thoroughly enjoyed Mike's presentation, and apparently he enjoyed hanging out with the *Project Police*. He sent the following message to the **Vice Kommandant**:

"Dear George,

Just wanted to tell you how much I enjoyed speaking to your EAA Chapter last week, and I hope everyone liked the presentation. Special thanks go to Gary and Doug for providing the transportation, and for coordinating such a neat evening.

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Dinner was fun as well, and provided a nice opportunity to catch up with good friends.

Again, my thanks for the warm hospitality, and 'hope I'll get to see you again up at Edwards sometime soon. All the best for the coming holidays!

Warmest regards,
Mike Machat"

- Erbman

Psuedo-Secretary

Kommandant's Korner

Happy Holidays! This is the time of year when visions of rivet guns "dance in our heads" and we anxiously check DUATS to see if Rudolf will encounter any icing. It's a time of giving and reflection for our families and friends. It's also time to fill the chapter leadership positions that come due this year. Elsewhere in this edition of the 'Edge, if you are a "voting member", you will find a ballot with the names of the folks that hesitated slightly when I asked them to serve or remain on the Board. There is also room for volunteer statements, which will be taken very seriously, as everyone who shows an interest will be afforded the opportunity to become involved in directing the best Chapter around.

In other exciting news, the **Vice Kommandant's** pristine **Pulsar** has finally made the transition from project to airplane and I'm sure I echo the sentiments of the entire membership when I say, CONGRATULATIONS GEORGE! I suspect we'll be seeing a lot of him around the traffic pattern at Fox, dutifully flying off his restrictions and building his flight manual. As his Flight Advisor, I am doubly proud of his extensive preparation for the first flight as well as his outstanding calmness and clear, unequivocal decisions when "something just didn't look right" on the EGT gauge after takeoff. He set a superb example for conduct of a first flight test.

Have a safe and joyous season and, as always, Check Six (there may be a reindeer angling for a gun shot!)

- Gary Aldrich

Kommanding

Vote, Dammit!

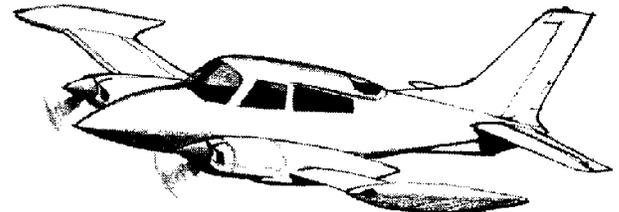
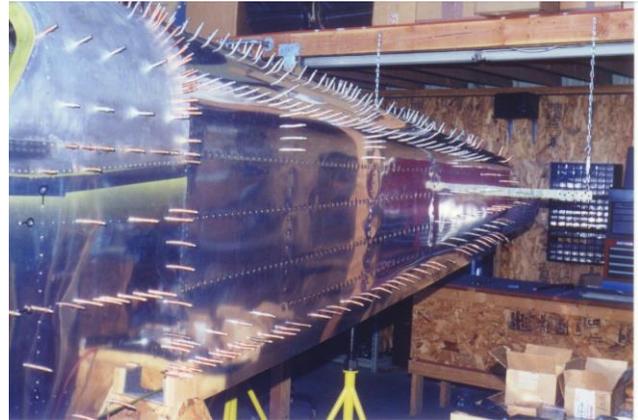
If you are a regular (paying) member of EAA Chapter 1000, you should find as part of your newsletter a ballot for chapter elections. Unlike those Florida voters, you have a choice of multiple ways to vote. If you would like to live that Florida experience, take a pencil, pen, awl, or some other pointed object and punch through the box next to the names of the candidates you desire. Be sure to clean up your hanging/dimpled/pregnant chads. If you are more traditional, you can just mark the box instead. Fold the ballot, staple it, stamp it, and mail to the address pre-printed on it, or bring it with you to the December meeting. If you prefer, just call the secretary at 661-822-0806 and register your vote telephonically. Or you can e-mail your vote to mbowen@cybersurfers.net. If none of those meet

your fancy, contact the secretary some other way and communicate your preferences. The Florida Supreme Court has asked that you get your vote in no later than 31 December 2000 so that we can get started on the requisite lawsuits.

Bill Irvine's Cessna 310 Phoenix

Bill Irvine's Cessna 310 is going back together. These pictures were taken last September, shortly after everything had been clecoed together. Currently, most of these clecos have been removed and replaced with rivets.

Bill has also been working on his replacement wings. Not one to let a rivet go unreplaced, he (mostly) drilled out the lower skins of the wings and cleaned out untold pounds of dirt that had worked its way into the wings.





Golden West Fly-In 2000

In our ongoing quest to catch up, we bring you pictures from the *Project Police's* visit to the 2000 Golden West Fly-In in Sacramento.

Notable names that we saw there included **Jon Goldenbaum** (Poly Fiber), **Kent White** (the Tin Man), and **Mick Myal** of Contact! magazine.



The intrepid crew of the *VC-180 Fighting Skywagon*, including **Matt Acer**, **Kommandant Gary Aldrich**, and **Vice Kommandant George Gennuso**. Behind the camera is **Webmeister Russ Erb**.



Never pass up a chance to write off the trip as a business expense. Here the Kommandant talks with **John Harrison** who was scheduled to fly this L-39 down to TPS the next day.



Matt has expressed an interest in the RV-8, so he was checking out this example. The rivet gun will have to wait, though. A few weeks after this photo was taken, Matt was called up to go to Air Force pilot training. The Air Force promised to keep him busy for a while, so he won't be calling up Van's just yet.

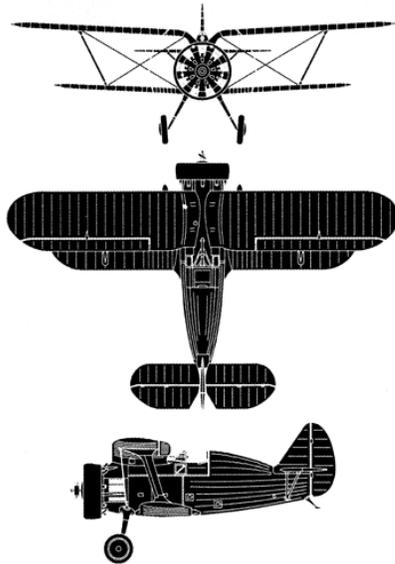


After a highly successful day of inspecting airplanes, the Kommandant watched as Matt flew us to Harris Ranch, where a full and satisfying meal was had by all.

- Erbman

Project Police Aircraft Spotters Quiz

You are challenged to identify the aircraft shown below. Submit your guesses to your newsletter editor at erbman@compuserve.com. Additional consideration given for any additional information you can supply. Answer to be published in next month's *Leading Edge*.



Bolt Installation: What an AN3 Bolt is Not

I guess I should have realized that there are people playing with aircraft who have not lived with the AN series bolts for 50+ years. Recently I was reminded.

One of the first things that is learned about the AN bolt series is that the bolt diameter, in sixteenths of an inch, is used as the AN number: 8/16 (1/2) is an AN8 bolt.; 4/16 (1/4) is an AN4 bolt. This also prevails, in slightly different coding systems for MS and NAS bolts.

However, an **AN3 bolt IS NOT a 3/16 inch** diameter bolt. An AN3 bolt is a number 10 (#10) bolt and will not fit in a true 3/16 (.1875) diameter hole. Likewise this prevails in slightly different coding systems for MS and NAS bolts.

The AN3 cad plated bolt diameter has a 0.001 inch tolerance. (0.1885 to 0.1895)

The recommended hole diameter for most #10 bolt applications is 0.191 plus 0.006 and minus 0.000 (a Class 3 fit).

The standard drilled hole size (Leading Edge Dec 1998) for a 3/16 (0.1875) inch twist drill is 0.1865 to 0.1925 inches.

Therefore a 3/16 twist drill may make a hole that the AN3 can not enter. If the bolt will not enter a drilled hole, a second or third pass through the hole will probably bring the hole up to at least a 0.191 inch diameter.

No matter what the installation is, do not install a rusty bolt in an aircraft, or one that has indications of red paint on it. Red paint is used to denote bolts that have been replaced in a designated fatigue life limited component and subsequently discarded because they may fail in the near future. The one exception is if I had no new bolt, I would reinstall the bolt for "FERRY ONLY" and RED DIAGONAL to be sure the bolt is replaced.

- Lee H. Erb
Chap 1000 Det 5, Arlington, TX, Chap 34
LeeErb@Compuserve.com or (817) 275-8768

Weight Reduction Proposals

It is nice to realize that aviation has not lost its humor now that a new generation has taken over the reins. All the information below has been copied from Internet correspondence of an airplane building e-group. Names are deleted to protect the professional reputation of the guilty.

On Weight Reduction Options:

- Instrument panel with instruments silkscreened in place. No moving parts.
- Uni-aileron wings with the right aileron being only an airbrushed outline.
- Helium filled tires
- End-core balsa seat cushions
- 6-gallon fuel tanks
- Counterweighted single blade prop
- 3 mil polypropylene windows (screens optional)
- Windshield only on pilot's side
- Doors replaced with snap-on tonneau covers
- Rubber band starter (wind it backwards 738 turns and let go)
- Tailskid rather than tailwheel
- Only one rudder pedal (push-pull with toe strap)
- Hammock for back seat (or long layovers)
- Wires instead of struts (small wheels on nav lights save scuffing when wings droop)
- All tubing cross drilled with lightening holes
- Fly naked
- Model airplane microfilm in place of fabric covering

Back in 1953, the late Robert Lichten was Project Engineer for the XV-3. He was very weight conscience. We secretly referred to lightening holes as "Lichten Holes" and wanted to specify "Laminated Kleenex" in place of aluminum. (The XV-3, though successful, was still under powered, or overweight due to a recip engine.)



- Lee H. Erb
Chap 1000 Det 5, Arlington, TX, Chap 34
LeeErb@Compuserve.com or (817) 275-8768

Air Traffic Control Novel Released

(We know nothing about this book, other than this announcement was sent to the chapter. It does fill this blank space nicely, though.)

Hi Gary:

I am a fellow EAA member. The national office directed me to send an e-mail in lieu of a press release regarding my new book, "TRACON", a novel about air

traffic control. (BTW: My publisher is offering a free copy to your chapter -- message below).

Several EAA chapters have asked me to make presentations at their meetings about the revealing insights I picked up while researching "TRACON." I thought that some of your members might also be interested in learning about the book and the publisher's Web site, <http://www.japphire.com>, where I have posted a slew of information about ATC:

- A thoughtful analysis of the PATCO strike
- Links to articles about dealing with ATC, how controllers handle emergencies, how to "outsmart" the system to get the flight plan you want
- Live ATC sites
- Humorous and heroic stories from controllers themselves, and more

You're also welcome to create a link to your Web site, if your members are interested.

"TRACON" was published August 3rd, the 19th anniversary of the air traffic controllers strike. AvWeb just posted a review at

(<http://www.avweb.com/articles/books/#tracon>). If you are a subscriber, Airways magazine reviewed the book as well in their November issue. (Unfortunately, I don't have permission to distribute it to you.)

If you wouldn't mind, I'd really appreciate it if you could let your members know about the book or put a mention in your newsletter.

Thanks so much for passing this information on, and best wishes for a merry holiday season.

- Paul

A NOTE FROM THE PUBLISHER

Japphire has received inquiries regarding free promotional items to raffle off or give away as secret Santa gifts at EAA chapter Christmas parties. Since Paul McElroy is an EAA member, Japphire is offering a free autographed copy to your chapter to support your holiday festivities and put a present under the Chapter tree. We ask only that you let your members know about Paul's book, "TRACON". Just e-mail Amy Falen with your snail mail address and Chapter Name/Location: <mailto:amy@japphire.com>.

"TRACON" has been hailed by controllers and pilots alike for its authenticity. It is an educational and suspenseful read about air traffic control -- a thriller akin to a Clancy or Crichton novel with emphasis on technical accuracy and suspense. "TRACON" offers commercial pilots valuable insights about air traffic control and demystifies an aspect of aviation that can be intimidating to private pilots unaccustomed to flying in controlled airspace around major airports.

"TRACON" (\$7.50, ISBN #: 0-9679963-0-9) is available at Borders, Barnes & Noble, Amazon.com, Books-a-Million, and is select flight shops and FBOs.

Autographed copies are available through <http://bookzone.com/bookzone/10002139.ordr.html> or by calling toll-free 1-866-6TRACON.

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ATC Non-Communication

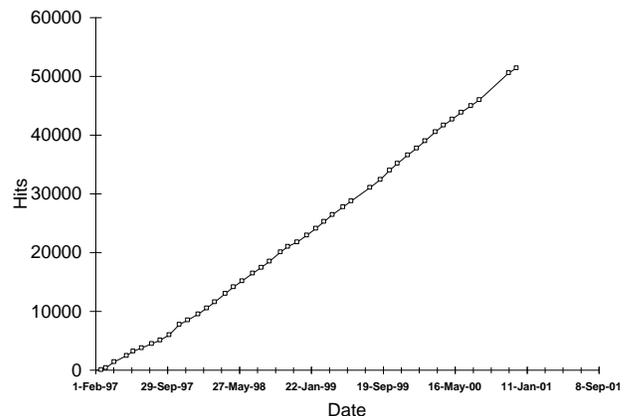
A young and foolish pilot wanted to sound cool on the aviation frequencies. So, this was his first time approaching a field at night.

Instead of making any official requests to the tower, he said: "Guess who?"

The controller switched the field lights off and replied: "Guess where!"

Web Site Update

As of 8 December 2000, the hit counter stood at **51357**, for a hit rate of 31 hits/day for the last month. See the latest graph of activity below.



Usage History on <http://www.eaa1000.av.org>



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

Dec 16: EAA Chapters 1000/49 Young Eagles Rally, Tehachapi CA. (661) 822-0462

Dec 19: EAA Chapter 1000 Monthly Meeting, 6:00 p.m., Golden Cantina, Rosamond CA. (661) 609-0942

Jan 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

Jan 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

Jan 20: EAA Chapter 49 Awards Banquet. (661) 949-7214

Feb 7: No EAA Chapter 49 Meeting

Feb 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

Feb ??: Operation Rubidoux Sundown IX, Flabob International Airport. (661) 258-6335

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

For Sale:

Sonerai IIL project. Fuselage and wings 95% complete. Modified for A65 engine. Engine torn down for overhaul but complete with a great many spare engine parts. Includes instruments. Hydraulic brakes. All excellent work. Call Fletch Burns 760-373-3779

BD5-B, \$2,000. Still in original boxes (long wings, no engine) moving out of area, need to sell. Will deliver San Diego to Santa Barbara to Phoenix. Dave Overgard, home 818-882-5423, wk 818-734-5510.

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 Miles Bowen: mbowen@cybersurfers.net

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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-258-6335, by e-mail to erbman@compuserve.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!

C/O Russ Erb

6708 Doolittle Dr

Edwards CA 93523-2106

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

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:

DINNER 19 DECEMBER AT CANTINA

PULSAR FLIES!

MIKE MACHAT HONORARY MEMBER

WHAT AN AN-3 BOLT IS NOT

