



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

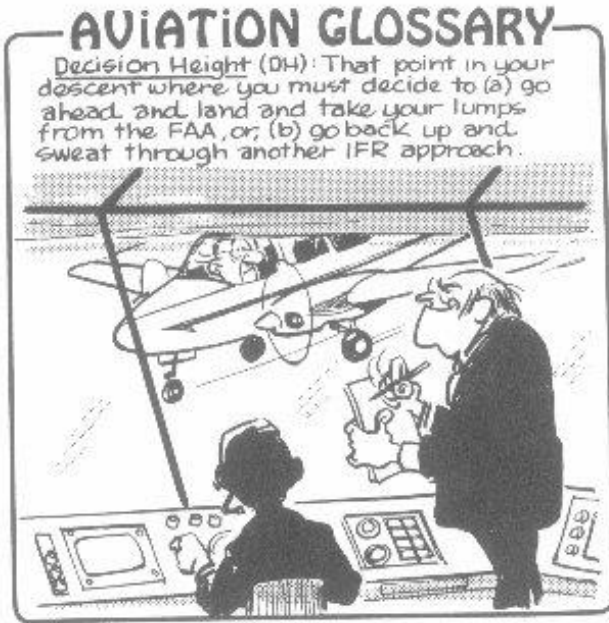
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January 2003

Chapter 1000 meets monthly on the third Tuesday of the month in the USAF Test Pilot School Scobee Auditorium, Edwards AFB, CA at 1700 or 5:00 PM, whichever you prefer. Any changes of meeting venue will be announced in the newsletter. Offer void where prohibited. Your mileage may vary. Open to military and civilian alike.

This Month's Meeting:



Bob Stevens

Plug and Play IFR

Chris Riddell
Approach Systems
Tuesday, 21 January 2003
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Happy New Year everyone. Hope you all had a festive holiday, I know we did. This month's program is one I know you're all going to enjoy. We have been fortunate enough to have arranged to get **Chris Riddell** to come out and give us a presentation on a system aimed at installing a complete IFR package in less than 8 hours, made by Approach Systems. But I'm jumping ahead of myself here. First a little about Chris and the company. He was nice enough to send me a brief bio of his introduction into aviation and how he eventually ended up at Approach Systems and I've included it below.

"My name is **Chris Riddell**. I was born and raised in Seattle (Washington). I was lucky enough to be born into a

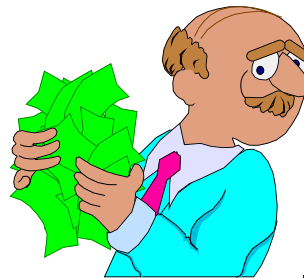


Project Police

introduce, new for 2003, the

FREE DUES

program.



If that's not for you, you can also pay online by

PayPal

through the [EAA Chapter 1000 web](#)

[site](#).

See the Kommandant's Korner for details!

family of aviators. As a child, I was in the right seat of a Cessna P-210 much more than I was in a car. I am a 3rd generation aviator as my dad and both of his two brothers and my grandfather and his 2 brothers have all been flyers.

I was lucky enough to start flight training at the ripe old age of 13. I could barely reach the pedals of the Beaver on floats I was flying. All of my training was in amphibious or strictly float aircraft for the first number of hours. I flew a Beaver, Twin Otter and a Caravan, all on floats.

I then moved to Utah and took a break from flight training during my career as a high school student. I then started flying again, and have since amassed 800+ hours of strictly land based aircraft. I have flown many wonderful aircraft from J-3 Cubs to Challenger 604's.

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I met the president and vice-president of Approach Systems Inc. at the airport where I was an account representative for Million Air Provo FBO. After leaving there to work for the 2002 Olympic committee, they contacted me and recruited me to head up the sales department.

Approach Systems Inc, is a company devoted to making products that allow an experimental aircraft builder to build their project faster, safer, and for less money than ever before. We have been in business for 2 years and our product line was in the R&D phase for 2 years before that.

The origins of the company are avionics based. The president owned and operated an avionics shop here in Utah for many years until he shut them down to design this system.

We have taken technologies commonly associated with computers and used them to interface the avionics suite in general aviation aircraft. All of the materials we use are commonly accepted in the aviation community and all of our cabling meets AC41-13B. What does that mean to you? Certified or experimental, from ultra lights to business jets, we can accommodate you.

Our system allows for an entire IFR avionics package to be installed in less than 8 hours. Never before has there been a system that allows for the speed of installation to be coupled with a level of quality that surpasses even avionics shops.

If you are building a kit or planning an upgrade in the future, this system removes nearly all of the barriers commonly associated with avionics installations.

I look forward to meeting your chapter, as we have heard nothing but great reviews." (*obviously he must have us confused with some other chapter*)

So, as you can see a fun and informative time is to be had by all and this just might take the fear out of installing all of those expensive electronic boxes and forcing the smoke out of them. Come on out and sample the chips and dips and those oh so important chocolate chip cookies. After the presentation we will head over to the BK lounge and do some paper napkin designing and aerodynamic pontificating...you know, the usual stuff. Look forward to seeing you there.

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

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, USAF Test Pilot School
1830, 17 December 2002

Gary Aldrich, Presiding

Eleven members were in attendance at the gala holiday meeting held at Barrone's in Lancaster. A veritable plethora of pizzas were consumed (at least 3 combos) and the Michelob beer keg was emptied, forcing the assemblage to shift to a lower cost alternative.

Paying homage to chapter business, **The Kommandant** presented the annual award certificates and

pins to those deserving, and then provided the evening's entertainment by the telling (under the supervision of **Mrs. Kommandant**) of the "**dog story**", a flying adventure early in the married life of the family **Aldrich**. Sure to become an annual tradition.

In attendance were the **Kommandant** and wife **Anne, Doug and Gail Dodson, Randy and Leigh Kelly, Russ Erb, George Gennuso, Kent Troxel**, and fresh from their release from the Guantanamo Bay Detention Center (see last month's meeting minutes), **Bill Irvine** and **Donna Drucker**. Bill was wearing the Texas state flag as a shirt in an effort to make sure he was recognized as an American.

As more beer was consumed, the conversation gradually deteriorated to the point of the telling of the Mountain Men joke.... "**Yust be you and me**". Hmmm. I guess you had to be there. Wishing everyone a happy holiday.

- **Kent "Cobra" Troxel**
Secretary

Kommandant's Korner

Happy New Year to all! I trust that all

Project Policemen upheld the fine traditions of the **PPTAF** during their holiday reveling. In fact, if someone established a fine



tradition, please submit it to the NLE for publication. The **Aldrich** clan traded the cold nasty rain in SoCal for the warm, pleasant sprinkles of Kaua'i. While the time in paradise was awesome, the 10 or so hours round trip in the great aluminum (aluminium, for our English brethren) sausage with 300 of my closest (and I mean CLOSE) friends was less than enjoyable. That time doesn't count the other 20 or so hours of driving to the airport(s) and waiting in various lines while little old ladies and **Debra** were randomly selected for "enhanced" security screening. Lessee...2500nm, 13 gallons per hour...don't need much luggage for Hawaii....

So, now that we're all back at work my thoughts turn to the Fightin' Skywagon's impending "motor-ectomy". The decision's been made to pull the trusty O-470 and send it to Eagle Engines in Redding California where it will be pampered and polished, somewhat akin to the treatment Dorothy and her buds received in OZ. With any luck, it will be ready to continue supporting the aerial adventures of the Chapter by mid-March or so.

Of course there's another significant event that arrives with the New Year...**the opportunity to continue supporting the Chapter through your generous donation of dues.**

1. This year you have a new and pain-free way of contributing through our newly established Paypal account. I tried it and it's slick! Just connect to the Chapter web page and click a few times on the appropriate spots (have your credit card or **Paypal** account number handy), and Voila! Ain't science grand?

2. Of course, you still have the option of personally dropping your dues on a Chapter officer for transfer to Treasurer **Opie**.

3. And, for those that would like to participate in our

FREE DUES program (designed by **Vice Kommandant Knife**). **This unique program is bound to be popular.** To participate, simply take a sharp pen or pencil and write your name and address in very fine script in the margin of the free dues coupon. You probably have a coupon in your possession already—it is printed in green and black ink on fine paper, measures 6"x2-1/2", has a picture of Andrew Jackson on one side and the White House on the other, and has the number "20" in each corner. They're printed by the U.S. Government and available at banks, credit unions, and many retail establishments. Put said coupon in an envelope addressed to **Opie**, put a stamp on it and drop in any US Postal Service receptacle. Easy, huh? And no fumbling around looking for that checkbook.

Well, time to get this literary masterpiece on the wire to Evil Editor Zurg before he revokes my birthday.
Fly Safe and Check Six!

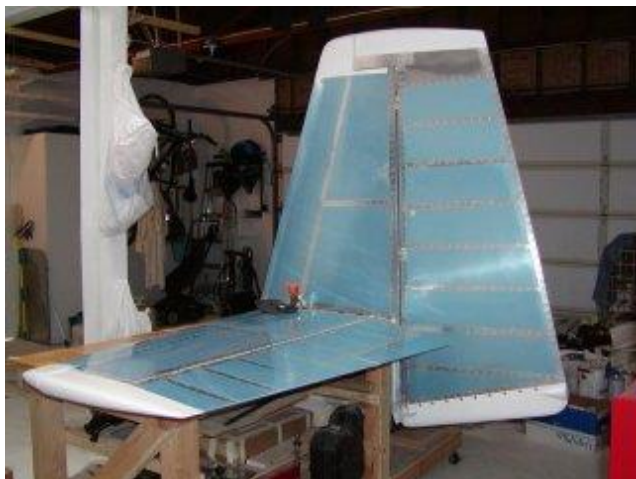
- **Gary Aldrich**
Kommanding

Piavis RV-7 Update

Erbman,

The RV is progressing well. After 168 hours, including fiberglass tip work, the empennage is done. Wings are on order and expected third week of January. Note that the rudder is the RV-9 version which is slightly bigger when compared to the previous RV-7 or RV-6 tail. Now to clean up the shop and make room for those bigger parts.

- **Jim**



168 hours? Shucks, that's how long it takes to get the tools set up for a scratch built! (or so it seems...)

I'm confused now--are you building an RV-9 or an RV-7 with an RV-9 tail?

- **Erbman**



RV-7. It's pretty much a -9 fuselage (12" longer than a -6 with a little more head room), RV-8 wings and tail, except for the rudder, which is a -9 rudder. The original -7 rudder, which was basically an -8 rudder (also -6), didn't allow spin recovery quick enough, so Van's put a bigger rudder on it.

Confusing huh? But it works.

- **Jim**

EAA Volunteer Liability

Russ,

I'm not sure who to send this to, but I thought Chapter 1000, especially the Tech Counselors and Flight Advisors, should be aware. It is good news, so you might include it in the next newsletter.

Joe Gauthier and I have had some email exchange on this subject over the last few months, and this is the bottom line.

- **Bob Hoey**

Joe,

Thank you so much for the response on the volunteer liability issue. I read the article in *Experimenter* by **Cy Galley** and it clarified one thing for me. I had assumed that the new "DAR for Homebuilts" was to be just another FAA DAR category and that they would be charging \$300 (or whatever the going rate is for DAR's) for conducting inspections. I now understand that the AB-DAR designation is a VOLUNTARY position, and that does change the picture some. I would imagine, although **Karen** didn't mention it, that anyone who is providing a volunteer service, with no money changing hands, would be difficult to sue in a liability case. That would apply to all the Tech Counselors, Flight Advisors, and now the new AB-DAR's. At least that would be my positive take on what she said.

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I will pass this around to our Tech Counselors and Flight Advisors in Chapt. 49 and Chapt. 1000. Thanks again for going the extra mile to get an answer.

Incidentally, I thoroughly enjoyed Ron Reimer's little piece on "What EAA Means to Me" on the inside back cover of the same issue of *Experimenter*. It expresses my views EXACTLY, as well as many of the old timers within Chapt. 49. I think recent attempts by the national organization to increase membership by becoming all-inclusive, has diluted the real core membership of EAA. Many of us belong to both EAA and AOPA, because there were differences between them. One had to do with hands-on building and restoring (a rather narrow following), and the other had to do with all of general aviation and flying. Now EAA appears to be competing with AOPA and offering the same broad membership enticement.

- **Bob Hoey**

Bob,

It has taken me more time than I thought it would by a factor of 4 or 5. But, I did get an official response from the EAA Insurance Risk Manager, **Karen Kryzaniak** just today.

I realize that at this point, this information is simply "nice to know" for you. However in the event that you engage in discussions around this issue with others in your area, you will now have the "Official Response" to your concern. Yes, EAA volunteers at all activity levels are covered under the EAA Liability umbrella. Karen and others have told me that all that needs to be done to assure coverage is to operate under the guidelines available for whatever activity the volunteer is engaged in.

If I can be of assistance to you or any other members in your area, please don't hesitate to contact me.

Seasons Greetings and safe flying

- **Joe Gauthier**

EAA Homebuilt Aircraft Council

I will cut and paste here the entire copy of her reply to me:

Joe,

Following on our conversation this morning, EAA volunteers are considered named insureds under all of our insurance policies. Whether they volunteer as Technical Counselors, Flight Advisors, AirVenture volunteers, or as B-17 Tour pilots, our insurer recognizes them no differently than an officer, director or staff member acting on behalf of the organization.

Please let me know if you have any further questions. I am glad we finally connected!

Happy Holidays,

- **Karen Kryzaniak**

EAA Corporate Risk Manager

New Member

This month the *Project Police* welcome **Heinz Huester** (or **Hüster** if you prefer the German spelling) to our fold. Heinz and his wife **Teresa** live on base at Edwards, and Heinz spends his days as a Maintenance Officer for AFOTEC at South Base on the Bomber fleet (B-52, B-1, and B-2). Yes, the sharper ones among you will deduce that he has been stuck working with **Erbman**, but he has promised not to hold this little burden against us.

Heinz and Teresa will fit in quite well with the *Project Police*, as they are both certificated glider guiders, and own both an LS-4 and PIK-20B. They were quite excited about getting to meet the legendary glider guider **Jim "JP" Payne** upon moving to Edwards.

If Heinz strikes you as having a German heritage when you meet him, there's a good reason for that. Heinz was born in Deutschland, and moved to the US with his parents when he was in the fifth grade. He's been in this country ever since and became a US citizen prior to joining the Air Force many years ago.

Oddly enough, Heinz does not have a pilot certificate for powered aircraft, but he's working on fixing that. He's also been asking questions about those RVs from Oregon...

News From Planet Pakistan

*(More exciting news from Tehachapi pilot and Air Force Major **Dave Sampson**, currently TDY in Afghanistan and Pakistan, courtesy of **Miles Bowen**.)*

Well, it's been quite a busy week on Planet Pakistan, my adopted home world...

Many of you earthlings back in The States celebrated Thanksgiving this week. We did too! The chowhall put on quite a feed with compressed turkey, ham, stuffing, smashed potatoes, and even shrimp with cocktail sauce. I ate until I stopped, and was full until the next day. The interesting part of the day was a visit by **Gen Tommy Franks**, the combat theater commander. He told us everyone back in The States was thinking about us and is proud of us. He said he was thanking us all for being here so that most Americans can stay home safely and have a Thanksgiving. I think that got most of us to rubbing our eyes. Later that evening we had a concert by a country star, **Aaron Tippin**. I don't follow country music, but I guess he's somewhat famous. I was struck by the fact that he and his band gave up their Thanksgivings with their families to be with us on the far side of the earth. By the way, they were doing it for free. All of us play our role, I guess. Some of us fly jets, some of us manage airfields, some of us entertain the troops.

We had another USO tour earlier in the week from **Johnny Grant**, the honorary mayor of Hollywood, a few TV stars, and some eye candy. Johnny Grant has been doing USO tours since the end of WW2. He's 89 years old, full of life, and he said this is his last one. He was great to talk to. He knew all the stars going back to the 30s and 40s. We talked about Jimmy Stewart, Joan Crawford, Bette Davis, Bob Hope, and newer stars like Jack Nicholson and Harrison Ford. What a neat old guy!

On the day before Thanksgiving, what if you were to take a trip? On this trip you would fly to an airfield that doesn't exist - it's not on the maps. What if you were to land there in the late afternoon to visit some troops who belong to you - isolated - so you bring them a few things to make life easier. It's a beautiful place. Mountains, seclusion, nice dry air. It doesn't smell like ass! Your airplane departs, leaving you, to return in few hours. You watch the beautiful sunset. You look at more stars than you've ever seen in your life, so many, it's difficult to pick out the familiar constellations amidst the sky glowing with pinpoints of light. It's so far from any light source, you can even see the zodiacal light of sunlight reflected off dust in space in the inner solar system. Because you're literally in the middle of nowhere, you feel safe about smoking that contraband Cuban cigar you have. Time passes. You can't sleep...you know the airplane is coming back to pick you up. Hours pass. It's 0300 local time, and the roar of four big engines shouts into the silence as they go into reverse thrust. You don't see the airplane. You don't see anything but stars. There's no light from this camp that's not really there. There are no lights on the airfield...the airplane is blacked-out, the pilot using night vision devices to land the plane in total darkness. You're whisked out to the plane in a Humvee, the plane's engines still turning. The vague silhouette of a big airplane cuts a black shape against the background of stars. The tail ramp comes down, a small light signal from the loadmaster indicates they're ready to receive you. You're bundled-up in long drawers, field jacket and gloves against the night cold, so the hot turbine exhaust blown back by the four big props feels good. The kerosene smells good! You come aboard, cinch yourself down in a web seat, the ramp goes up, the noise increases, and the big roaring bird is off again into the dark. Can you imagine taking such a trip...?

Back to the humdrum of everyday existence. Attached are a few pictures of the spectacular sunsets we've been having lately. (*you really need the PDF version of the newsletter to enjoy these pictures fully*)



I'm keeping the general gaiety of this week's news curbed a bit because my Aunt Carol died Thursday. She was my Mom's sister. It seems very strange to talk about her in the past tense. She was a very kind person, and she was always very good to me. A lot of people are very sad at her passing.

That's the news from Planet Pakistan, phantom airfields, and points in between.

David

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Well, it's been a quite busy week on Planet Pakistan, my adopted home world...

Gee Whiz!!!

I'm glad this week is over! We had two visits from general officers this week. One was strictly business and the other was to visit the troops. The first was a visit by a one star general. I realized the day before that our commander had appointed nobody to be point of contact, to arrange reception, briefings, etc, so I jumped in and did all that...the afternoon before. Luckily it went well and I guessed right what questions would be asked and what topics he wanted briefings on. The next visit was from the second highest ranking general in the Air Force. For that visit, I had been identified as the project officer a week ahead of time and had worked non-stop to arrange it. The problem was, everything kept changing, from the itinerary, to the landing time, and then the most exciting, the last minute addition of a meeting with the Pakistani Air Force's chief of operations. The general was brought here on a plane from Edwards AFB and two of the crew members turned out to be officers I know quite well. How strange to unexpectedly see two friendly faces in the middle of BFP! It was like seeing people you know in a dream. Anyway, it all turned out well, the general had a good visit, was pleased, and I got a Vice Chief of Staff of the Air Force coin for my troubles.

My squadron mates back in the States sent me a bunch of goodies on the plane the general came on. Thanks for thinking of me folks! They even sent an OPR all the way around the world for me to sign. How unfortunate that few people will ever know there's a performance report in some captain's personnel record that literally flew around the world to be completed. It should be documented somehow.

Time for RANDOM THOUGHTS and COMMENTS

This week: World War Two Vets

Much to my wife's consternation, I commemorate Pearl Harbor Day each year by watching the same stuff about the Japanese attack on Hawaii on TV. For me December 7th is an important day to think about what happened when World War Two started, remember the people, and pay them homage. This year, in a way, I'm doing what all those kids of the early 40s did to avenge Pearl Harbor, and amazingly enough, the significance of the day totally escaped me! I realize I'm doing this a week late, but I need to say something about the people of that time.

The generation who fought World War Two have always been my biggest heroes, and not just because Tom Brokaw wrote a book about them. Since I was a little kid I've been fascinated with these people. Franklin Roosevelt said, prophetically, before WW2 started "This generation has a rendezvous with destiny." That gives me chills! He was 100% right. In 1941 when American men went to war and American women went to work to build the finest weapons in the world, the Axis forces had been winning the war for more than two years, but if you listen to the speeches of the time, Americans jumped into the fray knowing they would win. For them there was no other possible outcome. They didn't know how long it would take, they didn't know how many American fighting men would die, and they had no idea how much it would cost.

The average soldier went to war on an open-ended deployment that concluded only if the war ended or if he was grievously injured or killed. I often wonder if I would ever have that kind of courage or commitment. We know we're only going to be deployed for x number of months, and still we bitch and moan about going home. I think the level of determination and sacrifice the WW2 generation had fascinates me more than anything and I greatly admire them for that and for what they accomplished in the war and throughout their lives. Now they're dying off and leaving us. We owe those people for our freedom and the example of greatness and accomplishment they left us. It just so happens their test started 7 December 1941. Don't forget that date and the generation it stands for anymore than you'll forget 11 September 2001 and all it stands for.

On to far less serious matters.

Here are some pictures as I promised last week:

Big Mike: TSgt Mike Peterson, our airfield manager. I reenlisted him seven years ago in Tucson, and boy am I glad I did! This guy is a one man squadron. Here he exhibits his burger flipping skills for the December squadron cookout.



OSS Cookout: Here the squadron and host nation officers dine on hamburgers and chicken, with Pakistani beans and bread at the lovely Tower Room high above Tent City.



War is hell!: Yours truly attired in Saturday evening formal dress.



Base xmas tree: Duh.



That's all the news from Planet Pakistan where all the women are strong, the men are good looking and the airmen are above average...

NEXT WEEK: The Xmas Issue

Dave

It's a lovely, warm Christmas Day on Planet Pakistan!!!

Merry Christmas! As I write this, it's just clicked over midnight on the west coast of the United States, and it's now officially Christmas for you too! It's 1300L here. I've had a rather leisurely morning...coffee with the chaps in the control tower...cleaned-up the remains of a birdstrike on the runway (C-130 - 1, bird - 0). Weather wise, it's one of the most beautiful days we've had since I've been here, low 70s, visibility 7 miles, no clouds. The Pakis didn't want us to feel unloved, so they made a big grass fire upwind of the camp so that we wouldn't be without smoke. It's a Paki national holiday too, so their military folks are off today. Their tower controllers presented our folks with a Christmas card today, which I thought was very nice. I can't imagine Christmas cards are very easy to come by in a Muslim country, but they found us one.

It's a damn small world! I ran into a Pakistani AF major yesterday who is a USC alumnus. How about that! He said he really enjoyed his time at the university and misses America. He got a masters in aeronautical engineering. Go Trojans!

Thank you to the folks in the Tehachapi Society of Pilots for the box of goodies! The goodie boxes have been my only source of food lately because the chow hall has been seriously lacking. I bet I'm back down into the 150s weight wise - no, I'm not complaining! I hope they put on a good feed for us this afternoon.

I think I've been flying enough lately to qualify for flight pay. A few days ago I flew on a very exciting mission in a combat search and rescue C-130 up into the northern 'stans. Incidentally, this squadron has a cool patch. It has a picture of Elvis, and it says "If he's out there, we'll find him." We flew to Bagram AB, Afghanistan, then to Uzbekistan in the former Soviet Union. All of this was at night. No other air force in the world has the capability to do things at night like we do (the goblins will get you if you don't watch out!). Everything we did required the crew to be on night vision goggles. Up north, we dropped PJs, who are super highly trained paramedics/special forces troops. When I say we dropped them, I mean they jumped out the back of the airplane...into blackness. I couldn't believe how much gear they carried. I bet they carried their own weight in weapons, body armor, medical gear, etc. After the crazy men jumped out the back of the airplane, we did aerial refueling of two H-60 helicopters...at night...blacked-out...at 500 feet above the ground! We had the tail ramp open, so using NVGs you could see the aircraft behind us trying to skewer the refueling basket with their probes. You could not see anything without looking through the NVGs. That's flying like I've never seen before.

We landed at Karshi-Kandabad in the former Soviet Union. When the ramp went down, the first thing I saw was a row of Soviet built Sukhoi Su-27s. BIG Russian fighters. I stepped off the ramp of a US Air Force combat aircraft onto what had been Soviet territory, indeed, what had once been a Soviet fighter base. I thought, here I am, an American Air Force officer, on ex-Soviet territory. I got a small smile on my face because I felt a profound sense of victory.

The base looked like a movie set for some kind of end of the world war movie. The ramp was full of American airplanes and the base very desolate. Everything was run-down and unkempt. All the signs were in Russian and English. It was a clear night with a good breeze blowing, but not very cold. That was the one night in many weeks that the temperature was not below freezing with ice fog or snow. Stalingrad comes to mind! The old Russian Air Force hardened aircraft shelters were made for their big fighters, I imagine MiG-25s or Su-15s. They were derelict looking, like some left over remnants of a long-finished war. Many are occupied by our air force with buildings built within them. The people stationed there looked haggard and fried, like people who haven't slept in days, but their spirits seemed to be high.

Our stay there was short, just long enough to get gas and get food from their excellent chowhall. They gave us a dinner of steak, ham, shrimp, ribs, french fries, corn on

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the cob, and a whole apple pie. It was more food than I've eaten at the chowhall here since I got back! What a great experience.

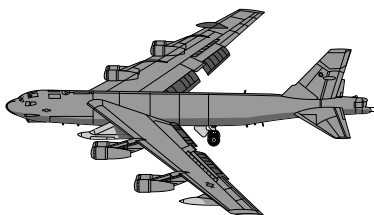
We're all doing just great over here. You'll be happy to know the sons and daughters of America still stand-up well under less than desirable conditions, ready to beat the enemy on HIS side of the ocean. It's a Merry Christmas indeed.

How 'bout some pictures!

Me & Adnan: This is Squadron Leader Adnan, my opposite number in the Pakistani Air Force. He's a wonderful guy. We have quite good talks about everything you can imagine. Sometimes he brings us Pakistani foods from his mess. Everything I've had has been terrific. I wish I could eat at their chow hall!



Ops Center Crew: These are the command post, airfield management and weather folks: SrA Snow, Yokota AB Japan; SSgt Maria Gonzalez, AF Academy, CO; TSgt Mike Peterson, Dyess AFB, TX; me; MSgt Rich Blume, Moody AFB, GA. These folks are part of my "deployed family."



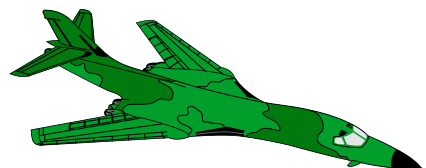
OSS xmas tree 2: This is the squadron Christmas tree in front of two of the OSS tents. Note the presents.



OSS xmas tree: The squadron Christmas tree and the air traffic controller's tent.



The Steves: This is 'Yankee Steve' and 'Paki Steve'. Both air traffic controllers...we think they're brothers. Can you see the resemblance?



Xmas 1: This is a tent that belongs to one of the flying squadrons. It's representative of the many tents that have Christmas decorations.



Well, wherever you are, whatever you're doing on this blessed day, I hope you get to be with someone you love and enjoy the benefits of being citizens of the greatest country in the world. Maybe none of us in our military units are related by family lines, but in our hearts, we're family and we're happy to be here, now, doing what we're doing together to make sure you're all safe, happy and having a fantastic Christmas back in the United States! That's our present to you!

Merry Christmas!

Dave

Major David M. Sampson
Operation Enduring Freedom
438 EOSS/CC
APO AE 09351
DSN 318 473-0604

Project Police Literary Corner

In his book, *Sled Driver*, SR- 71/ Blackbird pilot **Brian Shul** writes:

I'll always remember a certain radio exchange that occurred one day as Walt (*his backseater*) and I were screaming across Southern California, 13 miles up. We were monitoring various radio transmissions from other aircraft and the Los Angeles Air Traffic Control Center as we entered the Los Angeles area airspace.

Though they didn't really control us, the Center did monitor our movement across their scope. I heard a single-engine Cessna ask for readout of its ground speed. '90 knots,' Center replied.

Moments later, a Twin Beech requested the same. '120 knots,' Center answered.

We weren't the only ones proud of our ground speed that day; as almost instantly an F/A-18 smugly transmitted, 'Ah, Center, Dusty 52 requests ground speed readout.'

There was a slight pause, then the response, '525 knots on the ground, Dusty.'

Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my backseater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. 'Center, Aspen 20, you got a ground speed readout for us?' There was a longer than normal pause...

'Aspen 20, I show 1,742 knots.'

No further inquiries were heard on that frequency.

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 600 (60,000 ft). The incredulous controller, with some disdain in his voice, asked, "How exactly do you plan to get up to 60,000 feet?"

The pilot (obviously a sled driver), responded, "Well, Center, we don't plan to go up to it...we were hoping to go down to it."

He was cleared immediately.

"Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect."

- Courtesy of **Gary Sobek**

Election Results

Fortunately we were able to get through our chapter elections without much confusion, even if **Chris Shearer** sent in his ballot from the state of **Florida**. After examining it for hanging chads, we came up with these results.


In a (non)surprise result, **Kent Troxel** was confirmed in the position of Secretary by a unanimous landslide victory, mostly from chapter members who didn't want the office themselves.

In the hotly contested race for Class II Directors, these are the raw results, to be interpreted liberally by the Kommandant and your Board of Directors.

1	Bernie Bakken	1	Brian Martinez
2	Miles Bowen	1	Jim Payne
2	John Bush	3	Jeff Smith
6	Mark Dickerson	2	Dave Vanhoy
2	Howard Judd	3	Bob Waldmiller

Web Site Update

As of 11 Jan 03, the hit counter stood at **79668**, keeping the hit rate to 23 hits/day for the last month. Maybe someday the **Webmeister** will finish his airplane and get back to updating the site.

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

Jan 25: EAA Chapter 49 Annual Banquet 6:00 p.m., Antelope Valley Inn, Lancaster CA (661) 948-0646

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

Feb 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

Mar 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

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

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

May 17: Twelfth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA. (661) 258-6335

Jun 17: 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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Vice President George Gennuso: pulsar1@qnet.com

Secretary Kent Troxel: ktroxel@antelec.com.net

Treasurer Doug Dodson: dodsond@qnet.com

Technical Counselors: Gary Sobek gasobek@atbi.com

Ron Wilcox rwilcox@qnet.com

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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:

PLUG AND PLAY IFR @ TPS 21 JAN

NEW!--FREE DUES PROGRAM

MORE NEWS FROM PLANET PAKISTAN

EAA VOLUNTEER LIABILITY COVERAGE



The Leader In Recreational Aviation