

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>

August 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:



Approaching Joshua Approach

Tuesday, 19 August 2003

1700 hrs (5:00 PM Civilian Time)

USAF Test Pilot School Auditorium

Edwards AFB, CA

Well it's that time of the month sports fans. I know it's been a while since we have met at the **Test Pilot School auditorium**, but as they say 'we're back'. This month we are going to have a representative from **Joshua Approach** come in and talk to us. In the past we have been able to go into the facility and actually have a guided tour of the operation, but due to our not-so-friendly terrorists and 9/11 the FAA will not let anyone into the facility now. So, they are coming to us.

I know a lot of you out there have used Joshua Approach, so now's the time to find out how they handle your request and separate the traffic. There will be a

question and answer session at the meeting, actually it may only be a question and answer session--we really don't know....

So, wind up your beanies and get that propeller spinning and join us for an interesting evening. As always, there will be chips, salsa, chocolate chip cookies and beverages for your snacking enjoyment with the usual solutions to the world's problems at the BK Lounge afterwards.

- George "Knife" Gennuso
Vice Kommandant

Last Month's Meeting

EAA Chapter 1000

Jeff Byard's Hangar

Mountain Valley Airport, Tehachapi CA

22 July 2003

Gary Aldrich, Presiding

In a radical and unprecedented departure from our published calendar schedule, the July meeting was held on the **FOURTH** Tuesday of the month. In furtherance, the meeting was started two hours later than normal, and held in Tehachapi no less. The Kommandant was purported to have explained this deviation to be part of his anti-terrorist campaign by altering meeting times and places. Don't know about terrorists, but suspect many chapter members were confused. Still, about 10 members were actually able to navigate their way to Tehachapi.

The meeting was hosted by **Jeff Byard** at his Mountain Valley Airport (L94) hangar hide-away. Jeff currently flies 737's for US Air. He started flying at 16 in a Piper Cherokee 140. He bought the airplane at 18 and has had it ever since. He has accumulated 4000+ hours in it, using it to commute from his home in San Luis Obispo to his Tehachapi hangar. Jeff provided an interesting and informative briefing on gliding, and a tour of his impressive collection of rare, historically significant and beautifully restored gliders and sailplanes. Of note was a captured German glider used to train Luftwaffe pilots before the war when Germany was prohibited from

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building and flying powered aircraft. Most of Jeff's gliders are both flyable, and actually flown on a regular basis.

A gracious host, Jeff fired up his grill (grudgingly acknowledged to be on par with the legendary chapter grill) to entertain the assembled masses with an outstanding tri-tip BBQ dinner provided by the **Kommandant**. Beer and sodas were brought by the **Vice-Kommandant**, and a variety of side dishes by other members. All in all, a festive evening.



Vice Kommandant/Schmoozmeister/Master Grillmeister George Gennuso operates the Byard provided grill to satisfactory performance while the Kommandant offers his supervision



Jeff Byard speaks to the *Project Police* troopers in front of a backdrop of the Kommandantmobile and various glider trailers



The PPOs listen intently to the gripping history lesson



Attendance was Standing Room Only (SRO)...of course, if we had remembered to bring more chairs...



The most advanced (and only non-vintage) glider in the hangar was Jeff's single place Genesis 2



Jeff demonstrates the Genesis 2 drag flap to Vice Kommandant Gennuso. When the aileron deflects up, this flap deflects up at twice the rate, reducing the adverse yaw and thus reducing rudder usage



Behind the Genesis 2 is a German Weihe, a prewar state of the art German glider. This example is honest to goodness war booty. Behind the Weihe is a Bowlus Baby Albatross, the pride of Jeff's fleet



Condor IV built in Argentina from a German Schleicher kit in 1953. Jeff explained that the elephant ear rudder minimized twisting moments on the tail boom.



NLE Erbman goes over the head of Project Police Picture Pointer Knife to point out the wing attach pin on the Bowlus Baby Albatross



Schleicher Ka-8 from about 1960, belonging to Jeff's nephew Josh Knerr



Schweizer TG-2 WWII training glider. Not a whole lot of these were produced, and this is one of the few left flying. Jeff restored this one from a basket case. The all metal wing is mostly constructed with PK screws with a few soft rivets



Schweizer 2-22, predecessor of the 2-33 that many of us know so well. These two gliders are so similar they are on the same Type Certificate



Everyone should have their own T-38...a Slingsby T-38 Grasshopper TX Mk 1 built for the RAF Air Cadets program in 1950, shown here sans tail. Europeans seem to like training brand new pilots in single seat gliders—less risk to the instructor? The more than 13 stripes on the Bowlus Baby Albatross rudder is historically accurate

Our thanks and appreciation to Jeff for his hospitality in hosting this month's meeting and sharing of his time and knowledge.

- Kent "Cobra" Troxel
Secretary

Kommandant's Korner

Wow! What a program last month! There's a detailed report with surveillance images elsewhere in the 'Edge, but



I just have to add my comments. If you had some weak excuse and didn't travel to **Mountain Valley Airport** last month to hear **Jeff Byard** describe his fantastic collection of vintage sailplanes...well, you really missed a treat. After a scrumptious feast of roast beast, provided by your Chapter and expertly grilled by none other than the **GrillMeister** himself; we were treated to what I would label as the best presentation the Chapter's seen in many moons. From both a historical and technical perspective, Jeff's description of early soaring development, using the actual aircraft as visual (and tactile) aids was simply awesome. I knew that Jeff was an expert in the pedigree of his fleet, but he also impressed the normally jaded **Project Police Troopers** with his detailed knowledge of airfoil development and aerodynamic performance. The audience, ranging from **Lathan's** pre-teen son to some as old as the **Kommandant**, was held in rapt attention...so much so that 2130 hours approached with most of the crowd still enjoying Jeff's anecdotes. By 2200, I had to douse your newsletter editor with a bucket of ice water and drag him

away while he screamed technical questions into the balmy night air!

So, how do we top that? Well, **Vice Kommandant** and **GrillMeister George "Knife" Gennuso** is working hard on that task as you read this. You know, it simply amazes me that our meetings aren't "SRO" (see your Broadway dictionary). Despite having to provide programs for a very sophisticated and knowledgeable audience, **Knife** continues to strike pure gold in his selections. That's not to say that he couldn't use some help once in a while...say in a suggestion of a topic or speaker from the Chapter at large. Maybe, even an occasional volunteer to provide a lecture or display from some of you members that are doing interesting aviation stuff. Let's hear from you.

Speaking of 'you'... We will be calling on volunteers to support the Chapter's participation at this year's **Lancaster Aerospace Walk of Honor Street Fair**. Last year we had a good turnout and excellent display that, despite the cold and blustery day, drew very favorable response from the Valley's general population. This year's event will be on **Saturday, 20 September**. Mark your calendars and contact any of the Board members with your volunteer statement.

Enjoy the remainder of your summer sport aviation activities and come on out for the meeting this month.

Fly safe and check six!

- Gary Aldrich
Kommanding



Young Eagles Update

Even though it was a HOT Fourth of July, 67 young people turned out to get their first aviation experience at California City last Friday. Many of our regular pilots and ground crew had prior holiday commitments and only 6 pilots (no more than 5 at any one time) and 3 ground crew were available to help with the rally. We were kept busy until after 3pm. Several late comers had to be turned away, but arrangements were made for them to get their rides at Fox Field on Sunday morning.

Many thanks to all who helped make this a successful rally. I want to give special recognition to the two newest members of Chapter 1000, **Tina Visco** and **Frank Haertlein** both of whom generously provided rides at Cal City. Welcome to the club, both of you!

Kudos also to **Don** and **Mary Beth Gates** who checked in about noon via unicom on their way home from an Independence Day parade at Independence (where else!) to see how the rally was going. When informed that there were still a couple dozen Young Eagles waiting for their rides, they graciously stopped in and gave us a hand.

Very special thanks to **Tom Weil**, the Cal City Airport Manager, who not only got the word out to the community, but pitched in to help our sparse ground crew with registration duties. He also generously provided a case of

oil to each pilot participating in the rally. Although Tom said he couldn't be that generous for all rallies, he usually does at least offer a discount to rally pilots off of Cal City's already low price for fuel.

The following pilots and equipment provided rides at our Fourth of July rally at Cal City:

Pilot	Type	#YE
Miles Bowen	Cessna 170B	27
Tina Visco	Cessna 120	6
John Bush	Cessna 140	9
Frank Haertlein	Yak	8
Kevin Reilly	Grumman Lynx	8
Don Gates	Mooney M20C	9

Additional rides given Sunday, July 6 at Fox Field:

Pilot	Type	#YE
Kim Cummings	Cessna 172	3
Miles Bowen	Cessna 170B	1

Total for the holiday weekend: **71**

Total to date for 2003: **310**

Ground crew:

Karen Steinaway	Registration and Certificate Production
Brittany McCullough	Photography and Certificate Presentation
Tom Weil	Registration
Mary Beth Gates	Photography and Certificate Presentation

Respectfully submitted, **Miles Bowen**

PS: Tom Weil forwarded the following e-mail from a satisfied customer:

Mr. Weil;

My family and I can't thank you enough for the Little Eagle's free airplane rides offered during 4th of July. It meant a lot to my daughter and her friend, who both participated. They will talk about the experience forever. Thanks, again and hats off to you and your colleagues at the Cal City Airport. You did a good thing!

Pat Keir

Tom's response:

Pat,

Thanks for the Kudos but the real heroes here are our Experimental Aircraft Association Chapters 49 & 1000 who provide the planes and the pilots for each of the Young Eagles events. They are the ones who take time and money from their own schedules and pockets to expose children to the world of aviation! Letters such as yours make it all worth while! Thanks again for taking the time to write and we will look forward to having you and many more out for December 13 Young Eagles event.

Take care,

Tom Weil

Even though I was unable to attend the July 26 Young Eagle Rally at Fox Field, **Karen Steinaway** stepped up to the plate and did a great job of coordinating the rally. **Thanks Karen!**

Because a lot of folks were evidently at Oshk... er, Airventure, we only had 4 ground crew and 3 aircraft show up to fly the 24 Young Eagles that showed up for their introduction into the world of aviation:

Ground Crew:

Karen Steinaway	Registration
Joyce Clements	Registration
Mary Beth Gates	Certificate presentation and photography
Ed McKinnon	Certificate presentation and photography

Ed McKinnon would have flown but his Mooney showed up on the flight line following its annual inspection just as the rally was ending. It looks like he was put to good use and got a taste of what it's like to work the "ground side". Thanks Ed!

Pilots/Aircraft

Pilot	Type	#YE
Tina Visco	Cessna 120	9
John Bush	Cessna 140	9
Shel Simonovich	Cessna 150	6

Total this Rally: **24**

Total to date: **338**

This means we'll have to average about 33 Young Eagles per rally to hit our goal of 500. Please don't forget that you can fly Young Eagles outside of an organized rally. If you need registration forms or certificates, please let me know.

Special thanks go out to **Steve Irving**, Fox Field Airport Manager, who provided 40 gallons of fuel for our Young Eagle Pilots.

Remaining Rallies for 2003

Aug 16	Fox Field Terminal Building	8:00am
Sep 20	Rosamond, A. V. Aviation	8:00am
Oct 18	Tehachapi Muni, Benbow Aviation	8:00am
Nov 15	Fox Field Terminal Building	9:00am
Dec 13	Cal City Muni, Terminal Building	8:00am

To date, 38 pilots have flown Young Eagles for Chapters 49 and 1000 so far this year. Here they are in alphabetical order:

Mark Backes	1
Paul E Baldwin	4

Michael A Barnes	3
Miles Bowen	36
John Bush	19
Herb Carlson	21
Lynn Crawford	3
Kim Cummings	13
Geoffrey Dille	5
Doug Dodson	8
John Fisher	2
Don Gates	23
Frank Haertlein	8
Bob Hoey	4
Bill Hoverman	12
Steve Ivey	11
Michael S. Lamb	1
Ozzie Levi	4
Edward J McKinnon	26
Con Oamek	4
David Orr	3
Wen Painter	12
Kirk Peek	5
Arnie D Peterson	4
Raymond Powell	7
Kevin T. Reilly	9
Paul Reukauf	5
James D. Roberts	9
Paul Rosales	16
George Sandy	12
Shel K Simonovich	14
Robert J Souza	2
Douglas P Triplat	3
Lee G Trlica	1
Beverly J Vander-Wall	5
Dean R Vander-Wall	6
Christine Visco	15
Robert J. Waldmiller	2

Please note that the next rally is less than 2 weeks away! See you at Fox Field again!

Check out

http://www.airventure.org/2003/friaug1/airplane_ride.html for a Young Eagles Success Story.

- Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator
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Rutan(s) Get Old

The *Project Police* were recently invited to the super-secret (SECRET-NO RUTAN) birthday party for Burt and Dick Rutan, who apparently both have birthdays in June. On 28 Jun 03, an elite *Project Police Tactical Assault Force (PPTAF)* was formed, consisting of the **Kommandant**, **Vice Kommandant**, **Treasurer**, and **NLE**, to travel to Mojave and check out what the Rutans were up to. After narrowly missing participating in the near-head-on runway collision, presumably caused by one

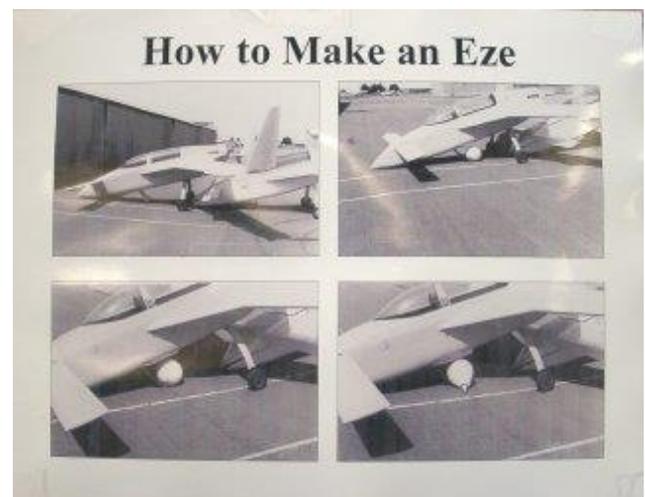
doofus pilot operating with the volume knob in the LØW mode, effectively turning his transmitter/receiver into a transmitter only, we parked the **Fightin' Skywagon** in a tactically secure area. We talked about parking it with the tail into the wind in the EZ parking area and seeing if anyone noticed, but decided it was more important to maintain mission security.

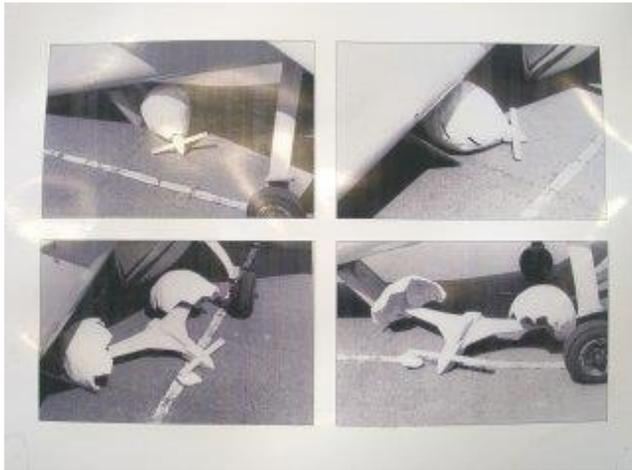
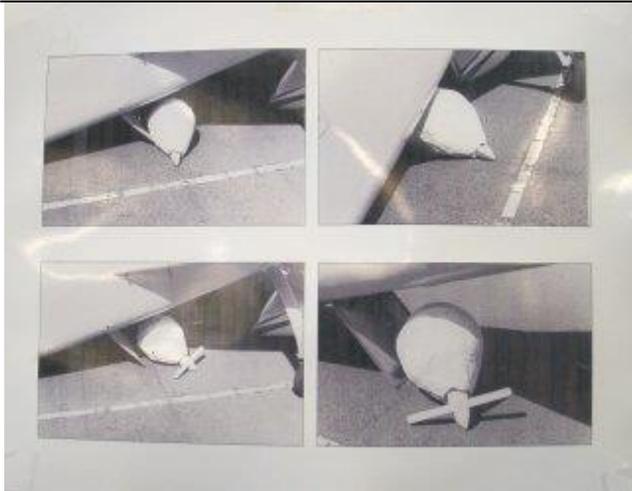


The PPTAF sans photographer point out the proper display of PPTAF credentials

Wandering through the crowds, we surreptitiously linked up with fellow *PPO Brian Martinez* who had arrived separately without us. This was done at great risk of detection, only a few meters (or metres) from the Rutan brothers and the bevy of video cameras following them around. During this meeting, under intense questioning consisting of zero questions, Brian admitted his imminent fall from composite grace, as evidenced by his recent purchase of **Bearhawk** plans. He does intend to first finish his current **Defiant** derivative.

Your *PPTAF* was treated to a spiel by the Rutan brothers, followed by a no-cameras-please viewing of the White Knight and Spaceshipone. We did notice the following photo essay presented in the main gathering area:





That pretty much says it all, although you'd think they would have taken one more picture for symmetry.

Being mere onlookers and not true Rutan devotees, the *PPTAF* then departed the scene and lunched elsewhere separately in groups.

New Member

The *Project Police* welcome to the fold **Keith Colmer**, who, even after spending a year under the tutelage of **Gary Aldrich**, **Doug Dodson**, and **Russ Erb** at

the USAF Test Pilot School, still decided to come join our little group.

Keith and his wife **Cecilia** live on base at Edwards, where he also works as the Operations Officer and Experimental Test Pilot for the 416th Flight Test Squadron. He has a **1959 Cessna 180B Skywagon** (Grandpappy of the **Fightin' Skywagon**?) on which he is redoing the avionics panel and interior. If that's not enough, he also volunteers for the Commemorative Air Force (CAF) in Camarillo. Wonder if he's got his eye on that Bearcat? Or maybe he's really a secret heavy pilot and wants to work his way up to the Superfortress? In any case, we'll be interested to hear about his adventures in history at a future chapter meeting.

His biggest aviation accomplishment? "Being able to land my C180 at MHV in 35 knots of wind...sometimes"



Rubidoux Sundown XI Cancelled!

That's right—those insurrectionist Flabobians have finally figured out how to save themselves from the scrutiny of the *Project Police*. They simply

scheduled their annual Open House on the same day as Chapter 1000's annual participation in the **Lancaster Aerospace Walk of Honor Street Fair**, our big Fall event, especially since we were de-invited from the Edwards Open House last year. Hence, this year's raid on Flabob has been cancelled. In typical *Project Police* efficiency, the raid was cancelled before planning even began, thus avoiding unnecessary work.

However, we can neither confirm nor deny rumors that a Rubidoux Sundown style raid may be surreptitiously planned for the annual Poly-Fiber Salute To Veterans near Veteran's Day in November...

Det 12 Update - Final Phases for moving

Cassandra is growing like a weed and continues to "help" in the shop. Her latest picture (attached) was her helping me and my dad while we were working on the center section of the Acroduster. The Duster is moving along with a recent flurry of activity when I took a week of leave and my father (who is restoring a Taylorcraft) came down to sunny/rainy Florida to help. No real visible progress was made that week to the uneducated, but we did make a lot of inspection plate covers, painted about 70 small pieces and parts, replaced the Lycoming crankshaft gear bolt (due to AD), and glued on the last of the 1/16 plywood leading edges to the center section.

In other news, I'm almost done with ACSC (one test remaining), house packing is well underway, we closed on a house in Michigan, have a wedding to attend in Texas, and will departing Melbourne for "cooler" weather on 4 August 2003. Lisa, Cassandra and I will be at the University of Michigan, Ann Arbor for 3 years for my PhD in Aerospace Engineering (Dynamics and Controls/Aeroelasticity). Then it is off to Wright Patterson AFB to teach at the Air Force Institute of Technology.

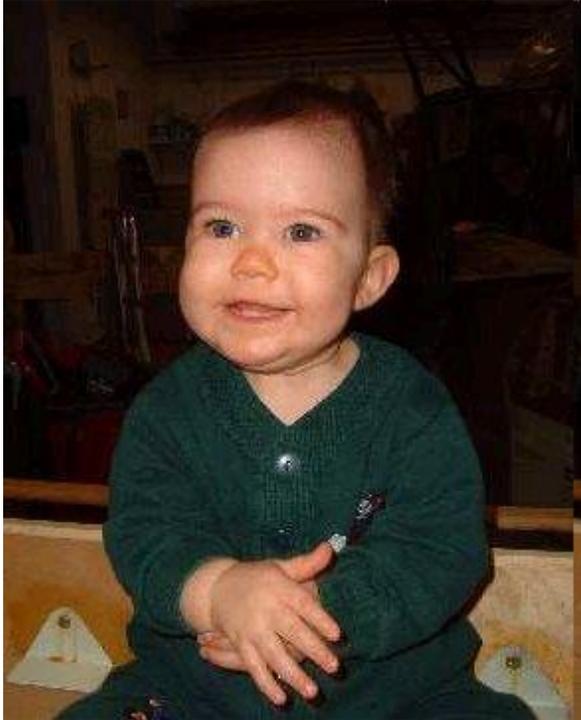
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Flying opportunities have slowed down, but I did locate a Citabria in Ann Arbor to keep the surface rust knocked off.

Well if you are in Ann Arbor let us know.
Cheers

Chris "Mom" Shearer

EAA Chapter 1000 Det 12, In Transit



WARNING! The Boss Is Watching...

(an e-mail received here at Project Police Headquarters...)

Dear Russ:

I am catching up on newsletters this weekend and I just read the latest issue of "*The Leading Edge*", the official newsletter of EAA Chapter 1000. Russ, you do a fantastic job with this newsletter and we all enjoy sharing it among staff here at EAA Headquarters.

The article about **Russ Munson** on "Flying Route 66" was outstanding. In addition, all of the great pictures and information about the annual **Scotty Horowitz Going Away Fly-In** were fantastic.

Keep up the great work and tell everyone in EAA Chapter 1000 that I said "Hi".

Best regards,

Bob Mackey
Vice President Chapter Relations
EAA Chapter Office
RPM/lrk

Fagan Bearhawk Wins Award

Pat Fagan's Bearhawk, prominently featured at the last **Scotty Horowitz Going Away Fly-In**, was selected as a Champion Custom Built—Plans at the Northwest EAA Fly-In in Arlington WA.

A Quick True Story About Duct Tape And Me

When I was instructing at the University of Oklahoma (this was about 1966) we used this one big uninterrupted section of land for training ground tracking maneuvers. All the time I was orbiting around that field, I could see a little airplane sitting under a makeshift "hangar", really just a slanted roof on four poles. Finally, I drove out there to look at the airplane and talk to the farmer.

The airplane was an L-3 Aeronca that he had bought surplus in 1946 and he was "gonna learn to fly it some day."

He'd religiously start it up and taxi it around two or

three times a year but did nothing else to protect it. It was exactly as it had come out of the military 20 years earlier. The cattle had eaten part of the fabric off the fuselage (I'm told they used to use banana oil in the finish and animals liked it) but what fabric was there you would poke your finger through as it had the consistency of aged parchment.

A couple other guys and me talked him into selling it to us for \$300. We had grand dreams of recovering it and flying it forever. Short answer: it never happened.

When we got ready to move the airplane from the shed, we kept thinking it was going to be a real pain in the butt to take it apart just to truck it less than three miles. I came up with the bright idea of reinforcing the fabric with duct tape and flying it back.

So, we showed up with about 20 roles of duct tape and did a plaid type pattern (spanwise and chordwise strips) all over the wings, ailerons and tail surfaces leaving about 3" squares of fabric showing. I was the CFI, so I did the ferry flight in the very early morning hours to make sure it was smooth and all feds were still in bed (we were literally within sight of the FAA center in OKC).

When I landed and got out I could hardly believe what had happened to the fabric: in at least 50-75% of the areas left open between the tape, air pressure had punched a nice little square flap of fabric loose and it was pushed up into the wing.

So, I guess you could say I flew an airplane covered with duct tape. At the very least, it was held together by the stuff.

L-3's fly like crap anyway and I didn't know enough to tell whether it was flying okay or not.

We sure do a lot of dumb stuff when we're young.

- **Budd Davisson**

Bacon Strip Ranch

I own a small fly-in resort in the Mojave Desert that I'm trying to promote. It might be of interest to you and your EAA chapter members. The web site is www.baconstrip ranch.com.

Thanks.

John Bacon

Project Police Aircraft Spotters Quiz

Evil Editor Zurg is a little more pleased that a few more people participated in the aircraft spotters quiz this month. **Kommandant Aldrich** was able to identify the airplane and even provide its N-number, and confirmed that it was in his logbook. **John Bush** also gave the correct answer one day while soaring at Tehachapi for National Test Pilot School.



However, only **Randy Kelly** bothered to send in a written response:

“Russ,

Looks like TPS's old DeHavilland Beaver (Don't remember the numerical designator, but think it was U-9). Looks suspiciously like the North Base runway taken in late afternoon (high 1 o'clock sun) with the NASA complex in (near) background and Lehman ridge in far background. Looks like shot with telephoto lens resulting in compression of the depth of field. The "Beav" was damaged in a landing incident and after repair sat unloved on the South Base ramp for awhile as part of the AF Museum's collection. Then Gen (Ret) James Mcpuke (I mean McPeak) under the AF Museum's stead sent it back East. (I've heard it went to Dayton, but can't verify.)

Randy

P.S. Caution: Do not let the kids do an unsupervised Google search for DeHavilland Beaver.”

(my response)

“Mostly correct--it was a U-6. Yes, it was the North Base runway, but I seem to remember it was in the morning (I took the picture). It wasn't a telephoto lens because I only owned a 50mm (and a 28mm) lens.

The landing incident was before this picture--this was the airplane rebuilt from the remaining two. What I heard was the Beaver was discontinued at TPS because someone wanted to get rid of Kentron (the maintenance contractor). It went to the museum, and the rumor I heard was they sold or traded it for something else.

I refer to the General in question as "V-neck McPeak". The only memorable thing he accomplished was to screw up the uniform.

Thanx for playing!

Erbman”

(Randy's response)

“Oh well. Partial credit is better than no credit. I don't have a clue what that other monstrosity was. It looked like something out of an early 50s B Sci-Fi movie :-)”

Oddly enough, this picture and a total explanation exist on the chapter web site. Apparently the aircraft identification master **Jim Piavis** thought it below him as he didn't even offer a response on the Beaver.

And as for the **Piavis** stumper, or at least the **Piavis** puzzler:



Strangely enough, our speaker last month **Jeff Byard** was easily able to identify this aircraft as the **Bowlus XCG-16**, but was unfamiliar with the Beaver (even though they are occasionally used as towplanes). He even showed us some newspaper or magazine clippings on it.

As for the master, who didn't send this in right away but actually worked on it for over a week:

“Hummm, sweated this one a bit. Almost had me....

See <http://users.aol.com/bowlustrlr/twinb.html>

General Airborne Transport Company's XCG-16, circa 1944 (or there about). Matter of fact, the website contains the same picture...

This site

<http://www.geocities.com/Athens/Ithaca/1397/xcg16.html>, has a couple better pictures and gives some sense of scale to this glide. The XCG-16 was a big glider!”

Okay, here's this month's challenge—identify this aircraft:



Standard rules apply. Identify the pictured airplane and describe its significance. Bonus points for web page references to additional information. Send your guesses in to **Zurg's Whipping Boy** at erbman@pobox.com. Alternatively, send your guess by any other acceptable means of communication.

Web Site Update

As of 10 Aug 03, the hit counter stood at **84506**, with the hit rate down to 19 hits/day for the last month. Someday we'll put something new up there and regenerate interest.



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

Aug 16: Young Eagles Rally, 8:00 am, General William J. Fox Field, Lancaster, CA. (661) 822-0806

Aug 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Aug 23 – Sep 1: Vintage Sailplane Association National Rally, Mountain Valley Airport, Tehachapi, CA (661) 609-4848

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

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

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

Sep 20: Lancaster Aerospace Walk of Honor Street Fair, Lancaster CA. (661) 609-9042

Sep 20: Young Eagles Rally, 8:00 am, Rosamond Skypark, Rosamond CA. (661) 822-0806

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

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

Oct 18: Young Eagles Rally, 8:00 am, Tehachapi Municipal, Tehachapi CA. (661) 822-0806

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

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

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

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Doug Dodson, 4431 Knox Ave, Rosamond CA 93560-6428. Membership in National EAA (\$40, 1-800-843-3612) is required.

Contact our officers by e-mail:

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 Secretary Kent Troxel: ktroxel@antelecom.net
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**THE LEADING EDGE
 MUROC EAA CHAPTER 1000 NEWSLETTER**

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ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
 MEETING 19 AUG AT TPS
 VINTAGE GLIDER MEETING REPORT
 BIRTHING AN EZ
 MORE DUCT TAPE HORROR STORIES**



The Leader In Recreational Aviation