



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

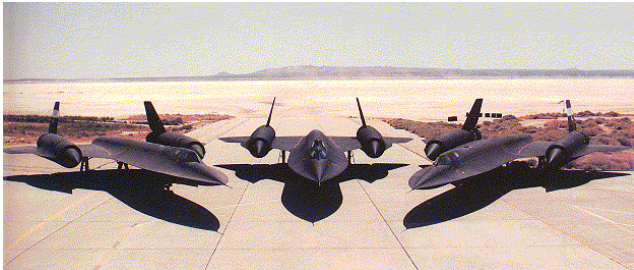
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<http://www.eaa1000.av.org>

October 2004

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

This Month's Meeting:



Flying Mach 3+

Bill "Flaps" Flanagan
Tuesday, 19 October 2004
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Well there aren't too many aircraft that can claim to fly Mach 3+ besides the SR-71. The only one I've ever heard of that goes faster than the SR-71 is the Aurora, which I understand is one heck of an Oldsmobile. If you recall, during an earlier meeting the controller we had speak to us from Joshua Approach confirmed that something was moving pretty fast going into the test facility. But, so far I haven't seen any flight test evaluations on the Aurora, but you never know—there could be a big sale down at the Oldsmobile dealer and they could be giving away free test drives. But I'm getting carried away here, let's get back to the evening's presentation.

Have you ever wondered what it would be like to fly above Mach 3? Like how sharp could you turn at that speed, what would the turn radius be and how many G's would you be pulling? And another thing, navigation. What would that be like? I don't think the sectional in the lap would do the trick, at that speed you'd be off one sectional and on to the next before locating your position on the one you have open. I guess you could get lost in a hurry. (You've never been lost until you've been lost at Mach 3. - Paul F Crickmore)

I'm sure there are a lot of other questions that might be popping into your heads as you read this, but not to worry. At our next exciting meeting we will be hosting none other than our good friend **Bill "Flaps" Flanagan**.

You'll recall his presentation on the B-2 earlier this year. Bill has consented to come on out to the base and relate his experiences in the SR-71 Blackbird with the same precision and technical detail as he did with the B-2 presentation.

So, if you don't come to the meeting you'll be sorry. In addition to Bill's fine presentation you will miss the customary chips, dips and beverages not to mention the chocolate chip cookies. And after the meeting, dining at its finest at the local Burger King where we will once again solve all of the world's aeronautical problems on the back of a napkin and hopefully someone will think to collect them this time.

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



News Flash! Dave Vanhoy Wins At Copperstate!

During our publication cycle, your **Kommandant** and **NLE** visited the **Copperstate Regional Fly-In**. While roaming around, we found the **Mike Rosales Art Gallery**, which you would have recognized as **Paul Rosales's RV-6A** and **Dave**

Vanhoy/Howard Judd's G-202.

We also noticed a piece of paper taped to the G-202 prop that said something to the effect of "You have won an award. Please attend the awards banquet tonight."

As an additional clue, late in the day we returned to the art gallery to find out that **Dave Vanhoy** had been sitting in an interview with **Jack Cox** for a long time – much longer than usual according to **Paul** and **Victoria Rosales**. Hmmmm—start watching your favorite aviation publications for an exposé on our favorite local Flying Qualities Guru and Heavy Airplane Test Pilot.

THE LEADING EDGE

You'll have to come to the meeting or wait until next month to find out what award they won because this newsletter will be published before we find out.

Last Month's Meeting

EAA Chapter 1000

Lancaster Aerospace Walk of Honor
Boeing Plaza, Lancaster CA
11 September 2004
Gary Aldrich, Presiding

The September meeting was superseded by the chapter's attendance at the annual **Aerospace Walk of Honor Street Faire** in Lancaster. The event was attended by the local aerospace firms of Northrop Grumman, Lockheed Martin and Boeing, many USAF organizations from Edwards AFB, local veterans and other groups including the **Society of Experimental Test Pilots** and **Society of Flight Test Engineers**, with each having a booth or display of varying size and grandeur.

After setting up the Chapter 1000 display (again featuring the chapter's high-tech "easy-up" tent) at about 0800ish, the advance party consisting of **Kommandant Aldrich**, **Vice-Kommandant "Knife" Gennuso**, **Kent "Cobra" Troxel**, and **Russ "Erbman" Erb** sought sustenance at the nearby **Katzenjammers** restaurant, where they were joined by **Mrs. Kommandant**, who had successfully shed sufficient duties to her minions to allow her to be off site. After carbo-loading, a cholesterol fix, and a discussion of cruise horror stories, members returned to the display area to prepare for the day's activities, and to find that **Jean Harband** had arrived in our absence. Again, **Russ** brought the **Bearhawk** fuselage for display and was enjoyed by youngsters of all ages. Many were suitably impressed by the progress made since the display last year, most notably the installation of an engine and stick grips with way too many buttons on them.

Chapter members handed out past issues of various aviation magazines donated from **Frank Roncelli's** never ending supply of old aviation magazines. Those personning the booth were entertained by the amazing ability of **Jean** to convince passersby that their lives would be meaningless without more aviation magazines in their lives. A favorite tactic was "Would you like an aviation magazine?" "Uh, okay." "Great! Do you want three or four?" **Jean's** goal of not taking any magazines home was finally satisfied as one lady, snagged by the **Kommandant**, mentioned that her husband enjoyed model airplane magazines. She walked away with the remaining stock—about 9 inches thick, convinced that she had just scored big!

Aside from the band and induction of additional members to the Walk of Honor, the event was highlighted by a fly-over of an F-117 Nighthawk piloted by **Jim Brown**.

On termination of the event at 1400 hours, the **Kommandant** declared "**Victory**" and operations ceased. The "easy-up" was successfully stowed and the Bearhawk loaded back on the trailer.

Kommandant Aldrich "continued to serve" well into the evening in attendance at the event's formal dinner with **Mrs. Kommandant Anne Aldrich** who is, of course, the **Aerospace Walk of Honor Grand Poobah**.

- **Kent "Cobra" Troxel**
Secretary

Kommandant's Korner

Hmmm, seems like just last month I was sitting down at the keyboard to satisfy **Zurg's** seemingly insatiable appetite for my ramblings. In classic **PPTAF** style, the deadline is upon me again and I'm sitting here awaiting inspiration...waiting...waiting... Oh well, I guess I'll just bring you up to date on the last month's activities.



First, I am ashamed to report that the mighty VC-180 sat, poised and ready, in the hangar for the entire month of September without turning a wheel. Between the normally hectic "AuSepTober" (see **Zurg's** New World **PPTAF** dictionary) and bobbing around in the icy North Atlantic aboard the MV Norwegian Crown; there was just no time left to aviate. Yes, I know, I could have flown out to Baltimore for the cruise up the Eastern seaboard, but **Ms Kommandant** quickly vetoed that plan...especially since the time between the Aerospace Walk of Honor Banquet and setting sail would have required the Skywagon to cruise in the high 500 Kt range. It's fast...but not that fast!

Speaking of AuSepTober, the Chapter 1000 display at the Aerospace Walk of Honor was awesome, as usual. Also, as usual, the Mark II, Mod 0 Lightweight, Deployable, Chapter Booth (1, ea) was manned by our board members. Notably, **Trooper George "Knife" Gennuso** was able to carve out (pun intended) some time from his busy schedule of recovering from serious ticker surgery. Also, we were graced with the presence of newly recruited chapter member **Dallas Mikaelson**. We instituted a new Chapter tradition (*technically only a precedent—it won't be a tradition until we've done it twice*) this year with a mandatory meal break at **Katzenjammers** after setting up. **Trooper Kent "Cobra" Troxel** provided the requisite humor as well as unloading many pounds of venerable aviation literature on unsuspecting young people. The fledgling Bearhawk made another appearance...my how they grow up when you don't see them every day!

Well, we were not about to let October slip by without flying, so, on 2 October, a two-ship of **Troopers** descended on Apple Valley Airport (APV) to inspect their "**Wings and Wheels**" Open House. After a flawless airborne pickup by the VC-180 on a Piper Arrow flown by **Troopers Troxel** and **Gennuso**, the formation attacked from over Southern California Logistics Base (KVCV) and took the pattern totally by surprise...so much so that **Trooper Troxel** had to employ his superior airmanship and basic helicopter piloting skills to keep from eating a Cessna in slow-flight on the downwind. Disregarding his

own safety, he was able to get the attacking flight safely onto the ramp where the wingie (me) managed to **taxi into a forbidden area**. What followed was a rather humorous example of why more people pushing an airplane doesn't result in less work. Ultimately, victory was ours as we scarfed up a delicious FREE (the best kind) pancake breakfast, courtesy of the local Kiwanis. Other participants of the raid were **Trooper** (and newly-minted IA) **Irvine**, his guest, and **Ric Reynolds**. Mr Reynolds works for the publications department of EAA HQ and was out here to report on the SpaceShipOne excitement. Don't be surprised if another (seemingly unrelated) report of this raid shows up in some EAA publication. After securing the site and pronouncing the food safe for **PPTAF** consumption, we departed together separately for our secret base(s). **Mr Reynolds** was treated to a flight in the Arrow back to Rosamond (L00) where he then was offered the opportunity to visit Chapter pseudo-headquarters, **High Cay** for a quick tour.

In an attempt to up the fuel burn average, a small contingent of **PPTAF** will be deploying via Fightin' Skywagon to Phoenix Regional Airport (A39) to raid the Copperstate Fly-in on 9 Oct. Look forward to a mission report in the next 'Edge. Until then,

Fly Safe, Check 6, Happy Halloween...

- Gary Aldrich
Kommanding

The "Moon Man's" Rocket Gets "Finished", But Is Not Yet Complete...

No, we're not talking about **Mike Melville**, **Brian Binnie**, or any of the Rutans. You can read about them in many other commonly available sources.

Nope, we're talking about **PPO Vince Sei's** recent private he** of painting his **F1 Rocket**. What does "**Moon Man**" have to do with it? Check out this picture snapped by **PPO Leigh Kelly** one day on her way to work:



Much later, **Evil Editor Zurg** directed a photo shoot of the progress...



Fuselage with engine installed and N-number applied



Fuselage in the other direction





Cowling parts in the paint booth



Wings under protective sheets—they really are painted under there

Well, It's About Time...

A full year and a half after I was eligible to do so, yesterday (22 September 2004) I was persuaded, cajoled, bullied, and even threatened into taking the IA exam. I walked into the chamber of doom like a condemned man heading for the gallows, fully convinced that I would fail the dreaded test. Yeah, yeah, it's open book, but it's every book the FAA ever published. And you're given only 3 hours to complete it. I sat in front of the computer and the executioner closed the door.

To my utter astonishment, I passed the damn thing. Took a whole 45 minutes; got a 90 score. Imagine that. Thanks to all my friends for the encouragement and support.

I have a badge and a drill. Be afraid, be very afraid...

- **Bill Irvine**

Latex Paint – Great For Your House, Still No Good For Your Airplane

Many of us already know stuff, but the newbies among us still have to ask the questions we asked years ago to learn that same stuff. It's up to us to give them good answers.

This was a recent question on the Bearhawk list:

What are your thoughts, educated advice, or possibly actual experiences concerning using latex-type house paint on synthetic aircraft cloth, tape, and stitching materials? I ran across the following website that has me quite intrigued. Of course it is a lot cheaper than any of the other types of actual aircraft or automotive-type paints on the market, plus it supposedly holds very tight to aircraft cloth fibers as well as properly prepared (etched) aluminum, and to itself (multi-paint layers). It's also supposedly highly flexible, gas and oil bulletproof, and is highly U.V. resistant. Easily applied too--paintbrush/rollers, or I assume it can also be sprayed on for a smoother finish.

Latex house/airplane paint:

<http://www.lightminiatureaircraft.com/House%20Paint.htm>

I checked the web site, and it seemed to make a convincing argument for latex house paint. It's easy to be convincing when you leave out all of the conflicting evidence, whether by intent or simply ignorance.

Acting on the principle that "If it still doesn't seem right, either it isn't right or you're missing a critical piece of information," I went straight to the fabric covering Master, **PPO Jon Goldenbaum** of Poly-Fiber.

Erbman,

Hope to see you and Gary at OSH, I am a bit busy with Randolph, but hope to make it. I get suspicious when you call me the Master, do you owe me money or something else I may have missed?

Latex house paint. Hmhmhmhm. First, I understand that almost anything I say as the Poly Fiber, Randolph, Ceconite guy will be taken by most as a veiled sales pitch, and in these days of Enron, Martha Stewart, etc, we all know that corporate guys are lying, cheating, bastards intent on squeezing every penny from the unsuspecting consumer. In fact, our evil corporate empire is really only 18 mostly airplane people working in the slums of Rubidoux, trying to crank out niche products for a very small, highly opinionated group of "experts", most of whom are building their first ever airplane.

Let me start by the old saw "if it sounds too good to be true, (you know the rest)." If painting airplanes was

really as simple as using off-the-shelf latex, we would probably be repackaging it and selling it like hotcakes. A few things stated by the author are absolutely true, latex is much better than the original stuff was, the solids are higher, and it is extremely flexible in its early life after application. So why are we not all using it on our airplanes?

1. Paints are engineered to do a specific job; one size does not fit all. House paint is made to be easy to apply, cover well, and last perhaps ten years before your lawyer calls the manufacturer with a lawsuit. Since most houses do not flex at the rate of aircraft fabric in flight, flexibility is not very important. Yes "exterior" house paint is made to resist UV radiation, but only to protect the paint, not the house under it since wood or vinyl siding can pretty well take care of itself. If one designed a paint just like one designed an airplane, one would start with a few questions: What are you going to paint? Wood? Metal? Paper? Stainless steel? Human skin? Indoors or out? Sprayed? Brushed? Rolled? When you answer those questions you start designing the paint. You probably would not expect one type of paint to satisfy all design needs. On airplanes the design range is wide and the demands high. Since most airplane nuts have a huge investment in their project, they insist on performance, usually a life of 20 years or more outdoors, extreme flexibility (more so over fabric), absolute UV protection over fabric (meaning the fabric needs to be protected as well as the paint applied over it), color fastness (minimum fading), minimum corrosion of a metal, etc.

2. House paint does not protect from UV. The coffee shop theory of putting on black latex paint as a UV protector sounds good but misses on science. Coffee shop experts assume that since black paint blocks light, it works the same as that expensive silver stuff Poly Fiber or Randolph pushes. Well Leroy, you are partially right. It does block light: visible light, but not the stuff that eats polyester aircraft fabric alive: invisible ultraviolet light. You know, the stuff that gives you a sunburn on a cloudy day at the beach. The bottom line is that you prove UV protection by painting fabric, putting it in real or simulated UV, then testing the strength of the fabric over time. Unprotected fabric loses 70% of its tensile strength in 3 months of outdoor exposure (*Zowie!*). The curve of degradation drops off steeply. Rather than relying on the opinion of someone's uncle who is a fan of the Wright brother's scientific approach, we suggest you actually do some testing, coat fabric, put it in a UV tester or in the weather for 15 years, then measure its loss or retention of tensile strength. We haven't found much that protects polyester fabric except aluminum flake suspended in such a way to both block and reflect the visible and invisible light spectrum. Black latex house paint or dog urine do not seem to do the same job.

3. Latex house paint becomes brittle as hell as time goes by as the plasticizers evaporate from it. Latex house paint uses plasticizer additives for short term flexibility. Film flexibility is important in the application stage, it helps prevent sags, runs, and gives it body to help form a film. Yes, when you crumple up freshly applied latex to fabric, it does not crack and is extremely flexible. Save the test fabric for five years and try the same thing,

especially if the test fabric has been in the sun. Once the plasticizers evaporate, house paint reverts to its natural inflexible state; your crumpled up fabric will shatter the paint and it will most likely drop to your feet in splintered little pieces.

Lastly, the guy who wrote the article admits he learned his craft as a large scale modeler. Using his Wright Brothers logic, I suggest we use more balsa and hardware store stuff in our airplanes. After all, balsa and home depot hardware is cheaper, more available and does the job long enough to keep those big scale models in the air. How about conduit instead of 4130? Even better, PVC.

Not to be cynical, but as far as I know, large scale models (excepting perhaps the Cri-Cri) have not yet carried pink human bodies thousands of feet into the air.

So go ahead, try latex paint. Call me back in five years.

Cheers, Jon

Dirt Cheap Panel Lighting

The last thing you want to light your instrument panel with are post lights--they don't work very well, they suck a lot of power, and they're ridiculously expensive.

Another way to light a panel is to use instruments with internal lights. Besides also being expensive, while you can see the dials, you can't see the labels on your switches or placards.

Doug Dodson first pointed out to me that using flood lights lets you see the dials and switch labels, but if the lights are mounted on the ceiling, you may get your shoulder in the way or some instruments may be shadowed by the glare shield.

One of the great inventions of recent years is electroluminescent tape. Attach an inverter to the tape and it glows with a very even light and produces essentially zero heat. Very little current draw too. Build yourself a glare shield and attach one of these strips on the underside for a great flood light.

The first time I heard of this idea, it was at an airshow, and was something like the Ultravision Glare Shield Lighting kit, which runs in the Aircraft Spruce catalog for more than \$200.

Then **Vince Sei** broke the code: With the rise in computer modding and auto detailing, prices have plummeted. Do a Google search for "electroluminescent light" and you'll find several sources for different colors, sizes, etc of tape and inverters. The target audiences seem to be computer modders and auto detailers, but they'll work just as good in your airplane. The best part--search around and you can find enough tape to light your whole panel with the inverter for about \$10, \$20 tops.



I've tested one of these strips and it's more than bright enough. It is possible to dim these, but I haven't sorted out exactly how to best do that.

- Russ Erb

Corrosion Control of Stainless Steel Pitting

(Chapter 1000's self-appointed Corrosion Control Guru Lee Erb recently responded to a question from David Richard of Pilatus Aircraft. This discussion was the motivation for the updated Galvanic Table in the July issue of The 'Edge.)

Good Morning Lee,

I have a question to you, since you say that you remember something about trying to use SS 347 on afterburners, and that you say that you are pretty sure McDonnell used a SS 321.

This afterburner topic is something quite interesting with a similarity to the exhaust stack corrosion topic, which also uses a passivated SS 321, as probably the best choice.

If you had a chance visit our website, you might know that one of PC-12's characteristics is the well designed exhaust stack (see picture below)



The passivated SS 321 (golden color) mounted to a more passive Titan turbine is a superb protection against corrosion.

Now there is an interesting observation made on an exhaust stack from the Military of Oman (worst climate ever possible), that in one single case the material shows signs of a uniform pitting corrosion.

My unqualified imagination here is, that the Military in Oman probably flies the PC-12 as low as helicopters below 500ft altitude (reduces chances of an assault and to improve photographic quality), to patrol the critical seaside. This is the worst case scenario, because sand dust may grind down the anodic protection, and the salt water in the immediate coastal area, plus humidity that promotes cultivation of fungal bacteria, plus the high temperature change from 100 deg. F. to below freezing temperature at night works on the SS 321.

Our observation is that in this single case it forms a uniform corrosion, with many small and shallow but uniformly distributed pits. I expect it comes from overnight parking outside (sea humidity, salt & dust devils), because the ends, where the dust-cover is mounted, remained unharmed.

The stack shows a slightly stronger corrosion in the top of the mid section area where the heat accumulates most after the turbine is shut down. The edges all around show less corrosion, probably due to the slightly better cooling effects. The right exhaust stack is more corroded on the upper side, while the left shows slightly more corrosion on the lower side, which could be effected by sand in the spiraling slip stream of the propeller.

Interestingly the circumferential welds, which got slightly more anodic by the temperature change in the welding process, remained unharmed in the immediate area of 1/8 inch from the weld.

WHAT THE ANODIC TABLE DOES NOT DESCRIBE IS THE ENGINEERS WEAKNESS TO UNDERSTAND THAT CORROSION DOES NOT ONLY AFFECT ANODIC METALS, BUT THAT THE CATHODES DONATE HYDROGEN, WHICH CONCENTRATIONAL ACCUMULATIONS KILLS THEMSELF. FURTHERMORE, MOST STAINLESS STEELS ARE SUCCEPTIBLE TO THE ACID OF SULFUR (PH6-) OR THE BASE OF CONCRETE (PH8+) (PH7=NEUTRAL (DISTILLED WATER))

The possibility that the airplane was parked next to a concrete plant, or a refinery is quite high, since those Arabs have money to fly.

My interests are in analyzing the mechanisms that yield corrosion, and to find a better surface coat for such worst case environments.

Could you give me some further hints or recommend good literature on afterburner or exhaust stack corrosion protection on SS 321.

I would be very thankful.

Cheers,

David.

David,

Your scenario for the causes of pitting on the exhaust seems very plausible and believable.

I did not work with afterburners long enough to identify corrosion. None of our metal was polished and usually had a blue cast in the high temperature areas. I had become fascinated with the term 347 stainless steel because at the time we were in the process of testing an afterburner (I think made of 347 SS) on a J47 jet engine for possible use on the Boeing B-47. It was not incorporated on the airplane for many reasons. I was told it

was primarily because the B-47 could not stand the additional vibration from the afterburner.

Your question has led me to finally find the answer as to the difference between Stainless Steel 321 and 347. 321 is stabilized with titanium and 347 is stabilized with Columbium (now called Niobium).

Also I have a better understanding about passivation. It is the cleaning of the microscopic iron particles in the alloy that are on the surface. The oxygen in the air then combines with the chrome to form non-porous Chrome Oxide as the protective layer. This is the same as aluminum forming the non-porous Aluminum Oxide on alclad.

I had always been curious about why machined stainless needed to be passivated. Now I know for sure.

My Background and Caveat

Before I suggest a possible solution to the pitting problem let me tell you more of my background for making suggestions. I am not a metallurgist. I have been involved in everything from flight test to preliminary design of helicopters and airplanes. I have an FAA A&P license. I consider myself an aerodynamicist, test, and design engineer. Although I am a licensed Professional Engineer in Texas, I am not making the suggestion as a P.E.

If the suggestion works, I would like to prepare a joint article with you for publication in EAA Chapter 1000 newsletter.

My re-write of the article on the Galvanic Table has been delayed, by this more interesting pitting problem plus getting ready for Boy Scout Summer Camp and a 50th wedding anniversary.

A Maintenance Solution

I look at the solution to the pitting problem as a maintenance problem rather than a manufacturing problem.

I found that passivation can be accomplished with citric acid instead of nitric acid. There is a distributor about 10 miles from me that sells citric acid in a spray bottle for the purpose of passivation of stainless steel. More information is available at <http://www.stellarsolutions.net/>

I think you are ahead of me.

Does the military of Oman wash down their aircraft periodically? I am thinking that during the wash down procedure some citric acid could be sprayed on the exhaust pipe to clean/neutralize contaminants and/or renew the chrome oxide layer that has been eroded.

If they don't wash down it could be considered a 25-hour inspection or even a post flight inspection and on-condition maintenance procedure.

I do not know if the citric acid will give a different color than nitric acid.

Availability

I have talked to the distributor close to me and CitriSurf 77 is available in cases of 12 22-oz spray bottles for \$112 plus shipping. Although the pH is 1.6 the CritiSurf 77 is not considered a hazardous material for shipping by aircraft. I have reviewed the MSDS and there

are no hazards other than common sense of getting in the eyes and possible skin irritation.

The manufacturer (Stellar Solutions) does not have samples because of the low cost. There are no distributors in Europe.

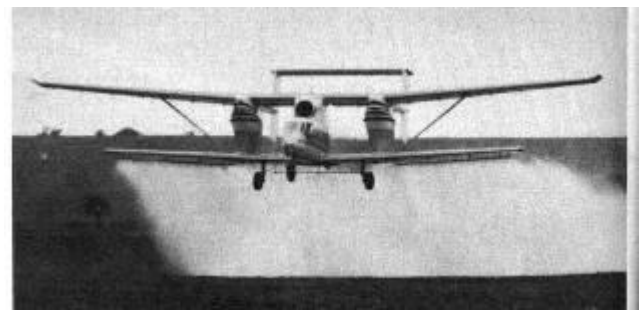
The distributor here is S.O.S. Recycling (<http://sosrecycling.com>). They are about 20 miles from Dallas-Fort Worth International Airport (DFW) and Alliance International Airport. I am sure they could take an order and ship a case to you. The contact is Mr. John Metz (john10361@aol.com). You can contact him direct by e-mail.

- Lee H. Erb

EAA Chapter 1000 Det 5, Arlington TX

Project Police Aircraft Spotters Quiz

Evil Editor Zurg has contacts that supply him with pictures of off-the-wall aircraft whenever they find them. Since Zurg has been easy on you lately, it's time to get tough again. Here are your mystery pictures:



So your part is simply to identify the aircraft and send that information to erbman@pobox.com or to the editor's address seen on the last page of this newsletter. Include any other information you know. Links to web sites with more info are a plus. Next month we'll tell you who (if anyone) was correct.

Web Site Update

As of 10 October 2004, the hit counter stood at **93636**, for a hit rate of about 20 hits/day for the last two months.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mar 15: 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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THE LEADING EDGE

MUROC EAA CHAPTER 1000 NEWSLETTER

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ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:

REGULAR MEETING 19 OCT AT TPS

VANHOY WINS SOMETHING AT COPPERSTATE

ROCKET MOONMAN FINISHED - ING

IRVINE AND HIS DRILL ON THE LOOSE



The Leader In Recreational Aviation