



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>

September 2005

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:



2005 Aerospace Walk Of Honor

Saturday, 24 September 2005

0800 hrs (8:00 AM Civilian Time)

**Sierra Highway/Lancaster Blvd
Lancaster, CA**

Yes, it's that time again—time for us to pull out all of our stuff and set it up for perusal by the local citizenry. This month's meeting event will take place on Saturday, 24 September 2005 at the corner of Lancaster Boulevard and Sierra Highway. EAA Chapter 1000 will once again be prominently featured at the City of Lancaster Aerospace Walk of Honor Street Faire.

Come on out by 0800 to help set out the stuff. Help get the Bearhawk off of the trailer and into position while dodging the traffic on Sierra Highway. You won't have to set up the booth because your Board of Directors decided to splurge this year and let the City of Lancaster do it for us. Assuming we follow last year's precedent, after a quick setup we'll make a quick flanking maneuver and end up at Katzenjammers for breakfast.

The event opens to the public at 1000, when you'll have your chance to talk about airplanes, the Young Eagles program, hand out **Frank Roncelli's** 2005 stack of giveaway aviation magazines, and hang out with all of your aviation friends (well, at least some of them). At 1130 will be the official unveiling of this year's new monuments along Lancaster Boulevard. Based on previous years, we should be done around 1400, so you'll have plenty of time to get back to your regular weekend activities.

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium

USAF Test Pilot School, Edwards AFB CA

16 August 2005

Gary Aldrich, Presiding

The August meeting was held at the Edwards AFB Test Pilot School auditorium. Sixteen members and guests attended, including distinguished guests **Col Andre Gerner**, TPS Commandant (with a "C"), and **LtCol Mike Pelletier**, past Chapter 1000 President, now returned to Edwards after 8 years away touring Davis-Monthan AFB and Korea.

Classic beverages, Beemans gum, popcorn and the customary chocolate chip cookies (C3's) were served courtesy of **Vice-Kommandant George "Knife" Gennuso** in preparation for "Movie Night".

The meeting featured guest speaker **Mike Machat**, renowned aviation artist and publisher, and a good friend and member of the chapter for many years.

Mike introduced the recently released 1954 Warner Brothers classic "**The High and the Mighty**" adaptation of Ernest K. Gann's novel. Filmed in Cinemascope and Warnercolor, running 147 minutes, nominated for 6 Academy awards and winner for best Music Score. (*We know that's true because it says so right on the box.*)

The film starred John Wayne and Robert Stack on a fateful Hawaii to San Francisco flight on a Trans Orient Pacific Airlines Company (TOPAC) "Wide Body" DC-4. Interestingly, the film also featured Carl Switzer, better known as "Alfalfa" from the old "Our Gang", playing the co-pilot of the Coast Guard of B-17 patrol plane. The film also featured three actors who would have future roles on the original Star Trek series: William Schallert as the San Francisco dispatcher, and later as Space Station Manager Nilz Baris in "The Trouble with Tribbles"; David Brian as a wealthy passenger, and as a planetary dictator John Gill in "Patterns of Force"; and William Campbell as the 2nd Officer/FE, and an adolescent alien Trelane in "The Squire of Gothos" (*also as Koloth in "The Trouble with Tribbles" – can't believe you missed that one...*). Only hard-core "trekkies" would have caught that!

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Prior to the climactic engine failure, there were several scenes in which “vibrations” caused glasses and other things to move in the cabin. We all fully expected a T-Rex to burst out of the lavatory at any moment!

Following the conclusion of the film, **Mike** provided his usual insightful commentary about the film’s production, locations, actors, etc. He pointed out that based on his own experience, the DC-4 was the largest and widest DC-4 anyone had ever seen. Through the miracles of Hollywood, the inside of the door was from a DC-4 but was transformed to the shape of a C-54 door on the outside. He pointed out that one of the characters had the name of Humphrey Agnew, an interesting combination of two future Vice Presidents. As Mike noted, the film was the original “disaster movie”, and very much a product of its time, passé by today’s standards, but rich in character development. However, no one could miss the parallels of the movie “Airplane!” with “The High and the Mighty”, both perhaps not so coincidentally starring Robert Stack.

Mike was deservedly “super-sized” at the BK lounge, and graciously promised a return engagement with additional aviation-related movies. The Chapter is now considering the establishment of an aviation film festival, similar to the Cannes and Sundance festivals, funds permitting.

At the conclusion of festivities, **Kommandant Aldrich** declared that victory was at hand, and then shuttled **Mike** back to Van Nuys airport aboard the “**Fightin’ Skywagon**” from whence he came. A nod as well to **Russ Erb** for on-base chauffeur duties in his new bright yellow Mustang GT convertible (show-off!).

- **Kent “Cobra” Troxel**
Secretary

Mike Machat’s Movie Night Debrief

Gentlemen:

My sincere thanks to you and all the great folks of EAA Chapter 1000 for yet another memorable evening up at Edwards! Always a great gathering, and I really appreciated your warm hospitality and logistics support. (“The Fightin’ Skywagon” and a new Mustang GT convertible in the same night? Awesome!)

Some possible aviation movie choices to consider for next year might be:

Breaking the Sound Barrier (1952 British Classic based on the de Havilland Swallow)

Strategic Air Command with Jimmy Stewart (1950’s SAC B-36/B-47 ‘Heaven’) (*we’ve done that one*)

The McConnell Story (Korean War F-86s)

X-15! (Charles Bronson and Mary Tyler Moore’s first movie - horrific acting but some great early-1960’s EDW footage.)

A Gathering of Eagles with Rock Hudson (1960’s SAC B-52 ‘Heaven’)

Spirit of St. Louis (The ultimate EARLY flight test story...)

Looking forward to next time, and thanks once again for a super evening!

Best regards,

- **Mike Machat**

Kommandant’s Korner

I hope you all note the change in meeting venue/time this month. We will be enjoying the beautiful Fall weather at the Aerospace Walk of Honor Aviation Street Faire

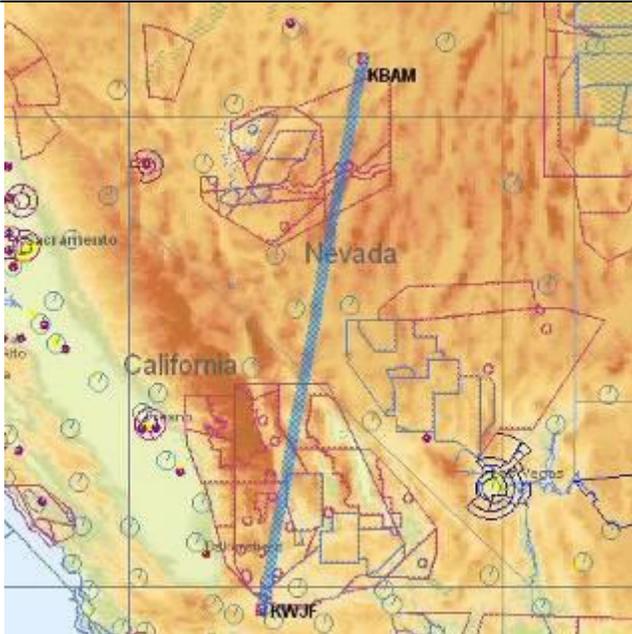


(<http://www.cityoflancasterca.org/city.awoh.php>). We’re not going to try to sell cold drinks this year, so you can bet it will be nice and warm! This will probably be the last year that **NLE Erbman’s Bearhawk** will be on display, so if you haven’t seen the progress lately, come on out! Further, we could use a few more folks to answer questions about EAA and Chapter 1000 and to pass out our ever-popular magazine collection to the kids. Even if you can’t spend any time “in the booth”, we’d sure like to see you stop by with the family and enjoy the day.

Elsewhere in this month’s “Edge” is a story by **PPTAF Trooper Dodson** which validates that old saw about it being better “to have a friend with an airplane”. When the phone rang that Saturday, I was just about over procrastinating and ready to start some weekend chores. A series of serendipitous factors combined to allow me to execute the successful “rescue mission” with the Fightin’ Skywagon. First, I had “futzed” around the house long enough that I was not in the middle of a critical honey-do. Secondly, none of my listed chores were such that they couldn’t be re-scheduled. Third, I am always looking for an excuse to fly somewhere. And, finally, since I was a “Class-B bachelor” at the time, I had an automatic kitchen pass for the day.

Thus, when a very dejected **Opie** called with his story of woe; it was an easy decision...even though his initial estimate of flying time was five hours. A quick check of the Aviation Digital Data Service website (<http://adds.aviationweather.noaa.gov/>) showed clear sailing...er...flying. Light winds were forecast at all the right altitudes and the threat of convective turbulence was minimal. Punching the route (KWJF - KBAM direct) into Jeppesen’s FlightStar showed a simple navigation problem....point the nose 359 deg magnetic and hold it there for 357 nm. I figured I could do that even without the autopilot coupled to the GNS530!

The route was so direct that I didn’t even have to dodge any Special Use Airspace. Neither were there any TFRs to hinder my travels. The best news was that at the Skywagon’s blazing speeds, the trip would only take 2+40...well under Opie’s “road-oriented” estimate.



After a quick stop at the High Cay to pick up his spare tire (and fend off a very possessive Black Widow the size of a dinner plate) I cranked up the Continental and the MP3 player and droned north over some very intimidatingly dry, barren, and rocky terrain. In no time I said goodbye to "Fallon Desert Approach" and descended into the old military field at Battle Mountain.

The friendly FBO-guy marshalled me right up in front of the sad-faced racers. I could tell that they (**Gail** and **Opie**) were very preoccupied with the task of resurrecting the Z06, so I quickly munched the sandwich they graciously provided and hopped back into the re-fueled Skywagon for the return jaunt.

Though the winds were not quite so favorable, I was back on the ground at home plate by about 1630...with plenty of time to play with the new puppy and drink a beer before dinner...and celebrate another triumph of the utility of general aviation. I was even more pleased at the success of the mission when **Doug** reported his win in the race. Congrats...good to know that at least one of your fiberglass high-speed conveyances is working as designed!

Hope to see everyone "on the Boulevard"!

Check 6, and Fly Safe!

- Gary Aldrich
Kommanding

Battle Mountain Airlift Saves High Cay Racing Team

For those of you that don't know, Gail and I have a pastime besides taking trips to exciting destinations in the world famous Strike Mooney. We also take trips to some pretty desolate places in our 2003 Corvette Z06. This is a story of how flying saved our driving, and I don't mean by flying instead of driving.

Let me start by explaining the desolate places for our favorite travel destination in the Corvette. We regularly participate in what is called "Open Road Racing". It's not really a race at all but it is a legal way to drive at very high

speed on public highways and hang out with a bunch of really fun and squared away people, the kind you meet at airports.



Anyway, the game is to drive the course, around 100 miles or so, and average some target speed. Speed classes run from 95 mph up to 150 mph. There are even faster classes, but you need a no-kidding race car for those. The road is closed except for the participants. Imagine, the Sheriff waving and smiling as you pass a road block having just run for 30 minutes well above 100 mph! That **IS** flying low! Of course, since the road is closed and we are driving some pretty high speeds, the Nevada Department of Transportation only lets us use roads that aren't TOO curvy or too well traveled. Destination places like Ely, Wendover, or the garden spot of northern Nevada—Battle Mountain.

On Friday, Gail and I had driven 600 miles up to Battle Mountain, NV which is 220 miles east of Reno on I-80. Nevada roads are the best of any state I've driven. It was two-lane all the way but freeway speed was frustratingly conservative once we crossed the state line onto the empty and very smooth roads in rural Nevada. I couldn't wait until Sunday!

We got to Battle Mountain just in time to check in to our motel before going to the Pony Express 130 Welcome Party. The motel was not quite a flea-bag, but was not the opulence we are accustomed to. Here is a photo of Gail contemplating the significance of our room number.



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We enjoyed the party...well, I enjoyed the party. Gail drove the Corvette back to the room early. I got a ride back a couple of hours later.



The next morning we got up early. The plan was to get breakfast, then go register for the event. At registration, you get a bunch of sponsor stickers that must be on the car when you go through Tech. Tech, short for Technical Inspection, is where race officials inspect your car for compliance with the event rules. Most of these rules are safety oriented, but they do require the sponsor decals to be in place. It only takes a few minutes to present our helmets and fire suits, show them our racing harnesses are in good condition and fit, and we can reach

the fire extinguisher while strapped in. A lot of attention is paid to tire quality, condition and age as well. Still, it takes twice that long to put those darned stickers on the car!

Well, prepping for Tech was going to take even longer today. On the way to breakfast, we walked past the car. The right rear tire was flat.

In an emergency situation, making the first decision the right one usually means "wind the clock" before taking corrective action. Our watches were battery powered, so we ate breakfast while contemplating what to do. In the restaurant, we bumped into **Steve** and **Greg Thompson**. They are a father and son team we had met several races earlier but not seen since. It was good to see them again, and even better that they trailered their car in, and were staying at our motel.



Trailing means you bring tools. Steve and Greg were very helpful all day. Tool number one: a compressed air tank. The tire would not hold air for even two minutes. The leak was a 1/2" slit at 1 o'clock on the sidewall. Due to the leak rate, there was no way Gail hit anything on the way back to the motel last night. Looks like knife damage to my CSI mind. All present agreed but said little at the time.

Tool number two and three: a jack and a wrench. I removed the wheel and tossed it into the back of tool number four: Steve's tow vehicle, a 1/2 ton Silverado pickup truck. Steve tossed us the keys and we set about the Rosamond sized town looking for a tire.





Cutting to the chase, there was no Goodyear Eagle F1 P295/35ZR18 within driving range. The tire size is not unique to the Corvette Z06, but it's close. No store within 3 hours had one, and of course, nobody could get one on Saturday. Tuesday was the best we could do. There were lots of racers in town with Corvettes, a number with the Z06 model, but none had extra tires that would fit. There was a nice tire shop too. They could mount and balance it; all I needed was a tire.

The Z06 model of the Corvette is optimized for maximum performance. There are several features of the car different from the Coupe model to make it lighter. One is the tires are not run-flat, nor is there a spare. We replace tires annually because I wear out the shoulder on the front treads driving on the track. For the speeds we do in ORR, 2 years is the maximum recommended age. Of course, I had last year's set of tires at home. I keep them because of situations like this. Home is much more than 3 hours away...NO IT ISN'T! Let's find out if we have any REAL friends....

"Gary?" "Watcha doin'?" "Skywagon Code 1?" "I need a BIG favor." That was my half of the conversation that took place at 10:00PDT. At 12:40PDT, Gary lands the Fightin' Skywagon at BAM. We meet him at the airport, unload the tire, feed him and his airplane, and send him on his way.

By 13:30 the tire was on the car. It was actually the best tire on the car even though it was a year older. We got the car washed by the High School cheerleaders so we could put those stickers on a clean car.



After Tech, the cars get put on display in the park with the other entrants. There is usually food and beer. Everyone walks around looking at the cars and talking smack to their competitors. We had to hunt down the Tech inspectors since the scheduled Tech line had ended at 11:00. We found them at the beer tent, but they were glad to put the party on hold and inspect our car. They did bring their beer with them—gotta respect that! By 14:30 we were legal to race. We got a call from Gary who had just landed before we finished our first beer.



The next day, Gail and I drove #206 to a first place finish in the 125mph class, missing a perfect time by less than 1/2 second. We got help from some really selfless car

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people and one really selfless airplane person. It **IS** who you know! Thanks Gary.



For those of you interested, here are some comparisons of the car and Gary's airplane:

	Corvette	Cessna 180
Seats	2	4
Engine	405 HP	230 HP
Curb/ Empty Weight	3150 lbs	1891 lbs
Max Speed	173 mph (we've been to 165 for 10 miles)	194 mph
Cruise Speed	*Classified*	150 mph
Fuel Consumption	28mpg @ 70mph 18 mpg @ 125 mph 9 mpg averaging just over 90 mph @ Willow Springs Raceway (that's really pretty fast on street tires)	13 gph (11.5 mpg)

Epilogue:

It turns out there were two other cars with slashed tires in the same parking lot that night. They were not ORR participants so it appears we were random victims of vandalism. The word got around in the ORR group and the Sheriff let us park our cars in the impound lot the night before the race. We all slept better knowing our cars were behind a fence topped with concertina wire and under

video surveillance. That sounds weird to say. Oh yeah, that nice tire shop: the tools were nice, the people gouged us \$120 to mount and balance the tire, saying it was "after hours", Saturday at 1:30 p.m. And Steve and Greg won 2nd place in the 130 mph class, 0.7 seconds from perfect.

If you think Open Road Racing may be for you, check out: <http://www.openroadracing.com> and <https://www.silverstateclassic.com>.



- Doug "Opie/Houdu" Dodson

Bell XP-80?

There was a contention among some of the old Bell Engineers that I worked with that the XP-80 was a Bob Woods preliminary design.

Bell was only about an 8-year old company and had many new projects under contract as well as building B-29's at Marietta, GA.

The old engineers contended that Bob Woods had a preliminary design for a new high speed jet fighter that took advantage of the new higher thrust engine technology. Someone in the Army Air Force showed Bell's proposal to Lockheed. At the time Lockheed did not have any follow-on fighter to the P-38. The Bell engineers maintained that the XP-80 sure looked like the Bob Woods design.

Of course, Lockheed has always denied this. I do believe that Lockheed had many futuristic designs. The models I have seen in Lockheed TV histories had very little resemblance to the XP-80. Lockheed did build the XP-80 in a few weeks after the contract was signed but, you can be sure they had at least drawings before the contract.

I have always believed the large wing area of the P-59A was due to the unknowns of how much thrust was really available from the new American engine. Also, the fuel consumption was way high and required a lot of fuel to be carried.

I assume you know that the original contract for the XP-59 was for a single reciprocating engine pusher with twin booms.

- Lee H. Erb

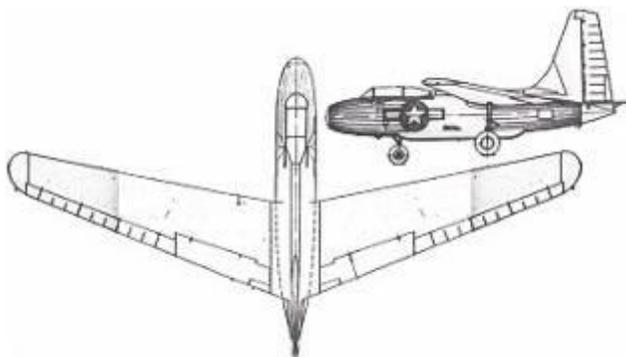
EAA Chapter 1000 Det 5, Arlington TX

You Can Tell You're a Redneck Pilot If...

- your stall warning plays "Dixie."
- your cross-country flight plan uses flea markets as check points.
- you think sectionals charts should show trailer parks.
- you've ever used moonshine as gas.
- you have mud flaps on your wheel pants.
- you think GPS stands for going perfectly straight.
- your toothpick keeps poking your mike.
- you constantly confuse Beechcraft with Beechnut.
- just before impact, you are heard saying, "Hey y'all, watch this!"
- you have a black airplane with a big #3 on the side.
- you've ever just taxied around the airport drinking beer.
- you use a Purina feed bag for a windsock.
- you fuel your whizz-bang 140 from a Mason jar.
- you wouldn't be caught dead flyin' a Grumman "Yankee."
- you refer to flying in formation as "We got ourselves a convoy!"
- there is a sign on the side of your aircraft advertising your septic tank service.
- the set of "matched luggage" you take on your long cross-country flights is three grocery sacks from the same Piggly Wiggly!
- when you are the owner of Red Neck Airlines and pilot of Redneck One.
- you subscribe to The Southern Aviator because of the soft paper! P.S. If you don't believe me, try cleaning yourself with one of those slick magazines.

Project Police Aircraft Spotters Quiz

Evil Editor Zurg is pleased that at least two **PPOs** know their aviation history well enough to have identified the following aircraft.



Murry Rozansky was the first to respond with "Hi Russ, I think it is a glider that was intended to be a flying fuel tank towed by a hose? Lead by the nose? I'm not sure I have any other info but will look. Cornelius XFG-1, there were two built. I am not sure if it was intended for in flight fuel transfer (a good idea) or for fuel delivery to ground bases." **Murry** also provided the following URLs:

- <http://www.century-of-flight.freeola.com/Aviation%20history/evolution%20of%20technology/Forward-Swept%20Wings.htm>
- <http://naca.larc.nasa.gov/digidoc/report/wr/38/NACA-WR-L-738.PDF>
- http://www.aerofiles.com/_cl.html

Francis Gentile also responded with a correct answer. **Murry** had the basic idea. The XFG-1 was intended to be towed behind a B-29 with a long hose. The payload of the glider was fuel in a large tank. The fuel was transferred to the bomber through the tow hose. In theory, this was more efficient than just loading more fuel on the bomber because the wing loading of the bomber was not increased. The extra fuel weight was supported on its own set of wings. After emptying the glider tank, the glider would be released.

Why was it a tailless design with forward swept wings? We have no documented reason, but the suspicion is that this was right after WWII and tailless aircraft and swept wings were all the rage.

Now, on to this month's question:

What was the first aircraft to be restored, and who did the restoration?

For purposes of this quiz, a restoration is not just rebuilding a crashed airplane. Restoration will be defined as rebuilding and flying an airplane that had been in a non-flyable condition or storage for an extended period of time (i.e. a year or more). Also, the restoration was done by someone different than the original builder.

Your job is to simply to answer the question above 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, such as why the restoration was done. Links to web sites with more info are a plus.

T-Hangar For Rent at WJF

Door opening 38 ft 9 in. Good for most all single airplanes. East ramp area. Contact **Mike Hartenstine** Email Pilotmikeh@verizon.net Cell 661 -305-5409 Work 661-572-7240

Web Site Update

As of 10 September 2005, the hit counter stood at **101225**, for a hit rate of about 25 hits/day for the last month.

 Just a reminder that the EAA Chapter 1000 Web Site is hosted courtesy of Quantum Networking Solutions, Inc. You can find out more about Qnet at <http://www.qnet.com> or at 661-538-2028.

Chapter 1000 Calendar

Sep 20: NO EAA Chapter 1000 Monthly Meeting, go to AWOH instead

Sep 24: Aerospace Walk Of Honor Street Faire, Lancaster CA. (661) 609-0942

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

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

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

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

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

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

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

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

Dec 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. Watch for change of venue. (661) 609-0942

Jan 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

Jan 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. Watch for change of venue. (661) 609-0942

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

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

ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
 AEROSPACE WALK OF HONOR 24 SEP
 SKYWAGON AIRLIFT SAVES RACER
 BELL (?) XP-80
 MIKE MACHAT'S MOVIE LIST**



The Leader In Recreational Aviation