



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>

November 2005

Chapter 1000 meets monthly on the third Tuesday of the month in the USAF Test Pilot School Scoabee 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:

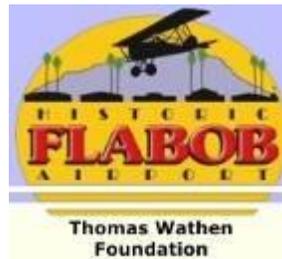


**Saddle Up,
and Watch Out For The Manure**
Tuesday, 15 November 2005
o/a 1700 hrs (5:00 PM Civilian Time)
Martinez, Erbman, and Houdu Estates
Lancaster/Rosamond, CA

OK, gather around here Buckaroos, We're getting ready to have a meeting. Remember way back a few years ago we went over to **Brian Martinez's** house because he had decided he wanted to build a twin canard? He kind of liked the RAF Defiant, but thought he could make some improvements. He started redesigning and modifying and a whole bunch of other stuff which involved building plugs and molds and vacuum and epoxy and r-glass and s-glass and carbon fiber and micro and paint brushes and paper cups and sandpaper and...well, you get the idea. **PPO Chuck Firth** even showed up all the way from **Auburn** (that's **New Hampshire**, not **Alabama**) to see the project and check for micro dust (the snow levels, Chuck's from back east don't you know) and offer some advice.

Now, if that didn't jog your memory then the **Kommandant** is going to have to give you a fresh one for the lights to come on. Be that as it may, we need to show up at Brian's house at or around **1700 hours** (5:00 p.m.) for the inspection, tasting of the Chocolate Chip Cookies and various other poking, prodding and silly questions. Brian's ranch is at: **41746 Crispi Lane** near 60th West in Quartz Hill (see the map). (continued next column →)

Veteran's Day at Camp Flabob!



This press release was sent to **Evil Editor Zurg** by **PPO Col (Ret) Jon Goldenbaum, Kommandant** of **Camp Flabob** about the big Veteran's Day Fly-In:

Fly in Friday night the 11th (the night before) and camp out for free on Flabob,

or drive your RV to Rancho Jurupa Park across the street for a first-rate commercial campground.

See www.flabob.org for posters and information.

Date: **Saturday November 12th**, arrivals welcome on Friday the 11th.

Hours: All day

Admission: Free

Arrivals: Come Friday afternoon if you wish, camp out, free aviation film fest, food and beer available, swing music Friday night. Or show up early Saturday the 12, don't miss the fun.

Events: "Camp Flabob" Chow Hall with SOS and Spam, NCO club with beer and a polka band, live bands, parade, ceremony, games, military vehicles, warbirds, aircraft of all types, classic cars and hotrods, food, stand-up comics, etc.

Information: call **Kathy** at **951-683-2309 ext 104** or **Jon Goldenbaum** at Poly Fiber, **1-800-362-3490**.

More Official Poop on Page 2

Then we'll saddle up (this meeting has a cowboy/cowgirl theme for those of you that are slow) (*Oh! I get it now!...*) and head on out to the great state of Rosamond where we will meet up with **Señor Russ Erb** at **El Rancho Hacienda Erb-O**. I believe that Russ will be finished riding the fence line and herding the dogies by the time we arrive. We will then police the **Bearhawk** which will be in some state of disassembly (Russ will add some stuff here because he knows what we will see and I will just be making stuff up, so what do you want? The facts or entertainment?). (*Plan to see a Bearhawk on a spit as it is prepped for blasting and priming*)

VETERANS DAY CELEBRATION

at
Historic Flabob Airport
Saturday, November 12, 2005
6:30 am until 5:00 pm

Arrive Friday night, Camp Out under the wing of your own aircraft and party!

Saturday Events:
Actor, Comic John Lynd
Vet's Parade, Band Concerts, Stand Up Comedy
Veteran's Honor Ceremony
Chow Hall with Spam and SOS
NCO club with live music
Games, Displays, Vendors
War Birds, Military Vehicles, Hot Air Balloons
DC-3, T-6 & Stearman Biplane rides available
Shoot paintballs at flying model airplanes
Free Vintage Military Film Festival
Wright Flyer Simulator
Vintage and Hot Rod Cars
Party Jumpers
The Fabulous Ink Spots Show with Arthur Rand

EVENT SCHEDULE

"FREE ADMISSION"

FREE T-SHIRTS!
to the first 200 visitors

For More Information
Call Kathy, 951-683-2309 ext.104
Visit us at: www.flabob.org

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HISTORIC FLABOB AIRPORT
Thomas Wathen Foundation



Secret Spy Photo of Brian's Defiant-Inspired Secret Twin-Engined Go-Fast Aerial Contrivance

Moving right along, after a thorough inspection of what's left of the Bearhawk we'll climb aboard the buck boards and covered wagons and begin the (*not so*-)long journey to the Palatial Estate of **Sir Doug** and **Princess Gail** of the **Quiltington Kingdom**. Once there, smiles and handshakes all around, and the fires will be started for the feast. As we usually do around this time of year, we will

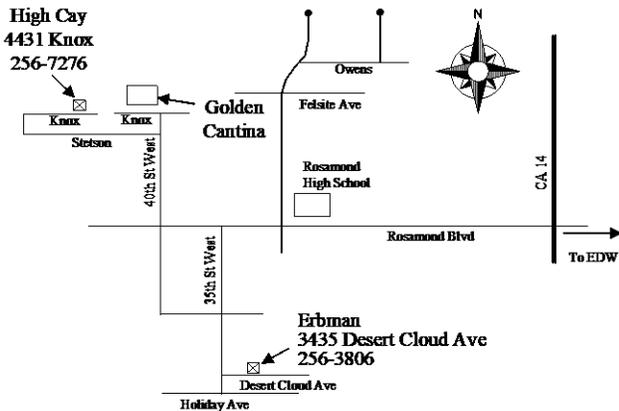
be hosting the visiting USAF Academy cadets and offering them a decent meal consisting of Hot Dogs and Hamburgers with all the trimmings. By order of the **Kommandant**, good times will be had by all.



Bearhawk-On-A-Spit Before Building the Blast/Paint Booth



Grillmeister Gennuso grills up good eats at the last EAA Chapter 1000-sponsored Cadet Feed



Last Month's Meeting

EAA Chapter 1000
 Scobee Auditorium
 USAF Test Pilot School, Edwards AFB CA
 18 October 2005
 Gary Aldrich, Presiding

The October meeting was held at the Edwards AFB Test Pilot School auditorium, attended by sixteen members and guests. Due to a rare planetary alignment and/or full moon, the number of guests attending exceeded the

number of regular members. The "Free Beer" sign on the auditorium door may have also been a contributing factor. Seizing the opportunity, a spontaneous membership drive was rewarded with 3 of the guests plopping down hard cash to join up (including Col Andy Gerner, TPS Commandant), all with minimal arm-twisting. Chapter 1000 President Aldrich relieved our concerns that his position would be confused with Col Gerner's by explaining that the Chapter 1000 command slot was spelled with a "K" as in Kommandant.

Soft drinks, chips and salsa, and the customary chocolate chip cookies (C³'s) were served courtesy of Vice-Kommandant George "Knife" Gennuso. In full compliance with the C1000 bylaws, the required verification was made that everything edible in sight had been consumed, with the subsequent announcement: "Gentlemen, you have a meeting".

Our featured guest speaker was Wen Painter, crusty local aviation icon, who briefed the assemblage on "Wingless Flight". Wen, who told the stories of starting out in a one-room schoolhouse (did he walk to school in the snow uphill both ways?), had a career at NASA that spanned the early days of rocket powered flight at Edwards through the present (at the National Test Pilot School at Mojave after retiring from NASA). X-15? Been there, done that. All the lifting body projects? Oh, yeah.

Starting with the tube and wood M2-F1 (a "proof-of-concept" vehicle towed behind a Pontiac convertible with a 500 HP engine specially built by Mickey Thompson, and later behind a C-47), the aluminum M2-F2 (B-52 air drop), the M2-F3 (same as M2-F2 with extra vertical fin in the middle), the HL-10 (from Langley), all under NASA control, and the USAF X-24A and X-24B projects. Wen's posse included Joe Walker, Bruce Peterson (who later starred in the opening of the TV show "6 Million Dollar Man"), and Bill Dana (who spent the '60s being confused with a stand-up comedian of the same name posing as Jose Jimenez, the reluctant astronaut).



M2-F1 with the grossly over-powered tow vehicle

At the conclusion of Wen's most excellent presentation, Kommandant Aldrich (not to be confused with Commandant Gerner) declared that "victory was ours" and ordered the customary feasting at the BK Lounge. Wen put on a plausible show of regret that he would be unable to attend as he was scheduled to attend a board meeting of the "other" EAA chapter in Lancaster.

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He clearly demonstrated sound judgment by declining to be seen with us in public. Undaunted, we proceeded to dine *sans* **Wen**. As usual, all aviation perplexities were resolved, and all the world's ills were attributed largely to bed-wetting liberals, Osama Bin Laden and the French, though not necessarily in that order.

- Kent "Cobra" Troxel
Secretary

Kommandant's Korner

A long time ago, famous **PPO**

Scott Horowitz described in these pages the "I love my airplane/I hate my airplane" syndrome. Well, I



was able to successfully replicate the feeling with the Fightin' Skywagon this last weekend...and it continues to this writing. For you new-timers, the syndrome was described by the good Professor as the feelings expressed by an air-machine owner when the operational status of said air-machine continually swings from airworthy to ground-bound for any of several reasons. For the builder it's not a matter of airworthiness, but rather the progress (or lack thereof) of the project. Sometimes it's merely a mood swing driven by the weather or some minor aviation victory to be savored.

At any rate, the VC-180 was firmly in the "I love my airplane" category when I flew a successful liaison mission with famed **PPO** and **Publisher Mike Machat** from VNY to APV (Well, actually, the plan was to go to L35, but that airport was temporarily closed by a pilot conducting a wheels-up taxi test on the runway surface.). On the way I had the GNS530 singing as I rapidly flashed between the nav and traffic pages to avoid all the aluminum missiles trying to spear us in the densely packed SoCal airspace. Further, I got a great ops check on the newly installed terrain awareness capability while snaking our way through the peaks of the San Gabriels. It was icing on the cake when our divert field hove into view and we discovered they were having a fly-in and car show, complete with some neat warbirds and the requisite air-show-grease-burger!

With the glow of such a successful mission only slightly faded, I decided to replace the bulb in one of the interior lights that had been out since we picked her up in Hagerstown. Simple, right? Well, the ops check after installation dispelled that notion...no photon emission from the new bulb...or any of the others on that circuit (post-lights, flood light, engine instruments...). After convincing myself that I had installed a functional bulb the fun began. After poking just about every connection I could find with the VOM probes, I concluded that some action I had taken had offended the 2N3053 power transistor in the dimming circuit, causing it to discharge its magic smoke. After exposing the dimmer unit, which involved removing the sun visors, a portion of the headliner, and the fuselage/wing fairing, the transistor was

replaced by one hastily procured from an un-named electrical supply house. Rather than put all the pieces back, I ran another test and proved that there was still a short on the output of the dimmer circuit...by blowing my second transistor. Another trip to the source, this time to buy all the 2N3053 remaining in the bin. After two more attempts, interspersed with more VOM-ing and isolation of various circuits/bulbs, I threw in the towel. The VC-180 is currently grounded, awaiting a new dimmer potentiometer; which is one of the few parts left that could be the culprit in this melodrama.

So, to re-cap, I went from a flying, operational aircraft to a Day-only capability to a hangar queen in only a few hours...by swapping out a \$1 bulb (*I hate it when that happens...*). I HATE MY AIRPLANE!

Stay tuned....

- Gary Aldrich
Kommanding

Complete Glass Cockpit On The Cheap? Well, Maybe...

(submitted to us by PPO George "Knife" Gennuso...before you get too excited, though, read the Kommandant's flight test results at the end. This was about eight months ago, so there may have been software updates since then. Don't forget the legal issues of using your cell phone in flight—the law is the law, regardless of whether it makes sense.)

Ok guys... and girls, pay attention, there will be a quiz. This is how you can have all the up to date glass cockpit stuff on the cheap.

Weather radar: I have Verizon as my provider for my cell service, they have a thing called "get it now", on that they have a weather thing called "My cast weather"...I can go to that, enter in a zip code, and bang...I have the weather radar that I can zoom in and out on. So all I have to do as I'm flying along is look ahead on my GPS and pick an airport and go to the details of the airport and get the zip code and...well, you get the picture...Cost, you ask? This will really shock you...\$3.00 a month. That's right, just \$3.00 a month in addition to your regular cell bill.

Now, for the TFR's: If you have "Anywhere Map" (<http://www.anywheremap.com/>) on your handheld PC, they update the TFR's every hour. Anywhere Map is a great service that costs \$115.00 a year for the subscription. It gives you "Triptics" (small versions of your flight plan printed on sectionals), WACs, or just about any chart you want and is printed on 5" X 7", so it is perfect for Pulsar flight. Now like I said, the TFR's. As I'm flying along, since my cell phone is Bluetooth enabled and my iPaq H2200 is Blue tooth enabled, the iPaq can talk to the cell phone and dial into Verizon, a free 14.4 connection, and download the TFR file and Bang, I'm updated in about 10 seconds as I'm flying along. Any of you that do a lot of flying, especially around areas that have a lot of special use airspace (I'm around Washington DC), this is a great service. Anywhere Maps Triptics come in PDF format (Acrobat Reader) and can be loaded right into the IPAQ and you don't even need to print it out on paper. As all of

us Pulsar people know, we can't even afford an extra piece of paper in there! No, I don't work for Anywhere Map. Both Rick and I use the service and have found it very useful. I have been using Anywhere Map for about 3 years now and they just keep improving their service. I haven't even bought a chart in the 3 years, so I'm sure that has saved me the cost of the subscription.

Jerry Eastman
Craftmasters, Inc.

(The Kommandant responds)

I tried these guys for a while. I was primarily interested in a backup to the Garmin. The software was pretty "bloated" and caused my iPaq to crash even more often than it usually does. I found that if I wanted to run anything else on the iPaq at the same time, it would lock up. If I had an iPaq I could dedicate to it, I might have a better opinion. The annual subscription cost didn't, in my opinion, justify itself in the form in which I tested it.

Having said that, I just popped for something called "TeleType Pro". This is a similar product, although it also has ground maps for finding the Brew Pubs after landing. (Nah, **Opie**, it's not accurate enough for racing). It seems to run all right in my newer iPaq, and I can store all the maps I need on an SD card. Again, it's not for primary use...especially in IMC, but it is a reasonable backup, has utility on the ground, and also has a companion Windows program that I run on the laptop and can transfer routings. (This is something AWM did not have when I owned it). I'd be glad to demo it to the group.

Flying The Boonies Between Rawlins & Medicine Bow

(Forwarded from rec.aviation.homebuilt through the Bearhawk list—long time readers of KITPLANES will recognize the author)

Well, kids, I learned a few lessons from this Oshkosh (2004) that the previous 31 hadn't taught me...

1. Gail went to Oshkosh in a \$50,000 Cessna 182 and returned home in a \$450,000 Greyhound.

2. A cylinder with less than 300 hours on it since the best engine shop in Northern California inspected, overhauled, chromed, then replaced all moving parts with new CAN and WILL crack in two with absolutely no forewarning.

3. Oil pours out of a cracked cylinder at a fairly rapid rate. Fortunately, the engine shakes so hard that it isn't rocket science to figure that you have to shut the sucker off before all the oil blows out the hole.

4. Hanna WY may not be the end of the world, but you can see it from there.

5. There are no airports on the Continental Divide between Medicine Bow and Rawlins WY, a distance of some 50 miles. Hanna is roughly halfway between the two.

6. God bless the kids of Hanna, who took the old dirt strip that had been there thirty years ago and maintained it as a mile-long drag strip at 7000 MSL. The cows on the runway are a particularly bucolic touch.

7. It is possible to do a field removal and replacement of a cylinder with little more than a bent screwdriver and a busted crescent wrench borrowed from a mechanic in Rawlins. (Well, that and cylinder base wrenches and a torque wrench...but damned little else.) It takes three full days out in the field to change a jug...one day to pull all the small baffle-induction-exhaust parts, one day to pull the jug itself and take it back to the shop, and one day to reinstall a serviceable jug. Some day I'm going to meet the b@\$!@&d at Continental that designed the pushrod tubes and "discuss" the design with him.

8. It makes it a little more difficult when the wind blows at a steady twenty to thirty knots and you are out in the open field for three days doing this operation, but it builds character. You know the work day is over when the late afternoon thunderstorm is bouncing the airplane around to the point where the wrench won't stay on the nut. Besides, on the top of the highest point for twenty miles in any direction in an open field during a thunderstorm is ... ummm ... interesting.

9. It is also interesting to drive the old airport beater diesel truck the 40 miles of mountain roads from Rawlins to Hanna only to find that you left the 7/8" spark plug wrench on the workbench in Rawlins.

10. This world has some absolutely wonderful people in it. In no particular order they are:

Kevin and Roxy Bell, Zacharia and Stephanie. Owners of Hanna Unintentional Airport. They came out at least once a day to see if there was anything they could do or help with.

Deputy Sheriff Jack Lowrance (interesting last name, eh? ... aren't coincidences God's little jokes?). Drove us from Hanna to Rawlins and wouldn't leave until we had all our stuff arranged and taken care of.

Dwight and ?Bonnie? France, France Flying Service, Rawlins WY. Loaned us the airport truck, let us pester the mechanic, ordered our cylinder, and charged us practically nothing for the trouble except the actual cost of the parts.

Bill the Mechanic, FFS, Rawlins WY. Loaned us any tool we wanted, no questions asked, let me use the Continental Overhaul manual, and alternately patted me on the back and kicked my butt until the job got done.

Dave Winder, Mechanic In Training, FFS, Rawlins WY. Mechanic in training only because he is six months short of the 30 months necessary to take the A&P exam. If anybody in this newsgroup, ANYBODY wants a mechanic that knows more about airplanes than 99% of the mechanics in the world, works his ass off under conditions that most of us would sit around waiting for better times, and in general is one hell of a worker, I'm sure David would appreciate hearing from you. From scratch, Dave and I started at 1 pm to replace the cylinder, and by 4 pm we had it run up, cowled, and ready to depart. Remember, this is out in the TALL tules under primitive conditions, with only the tools we remembered to take.

If you EVER meet ANY of these folks, I'd appreciate it if you would give them my regards and buy them a beer for me. They are what makes aviation go.

THE LEADING EDGE

Anyway, 2004 was an Oshkosh that will go into my scrapbook for a long, long time.

Good to be back home.

- **Jim Weir** (A&P/IA, CFI, & other good alphabet soup)
VP Eng RST Pres. Cyberchapter EAA Tech. Counselor
<http://www.rst-engr.com> jim@rst-engr.com

New Members

As mentioned in the recap of the last gathering of the **PPOs**, three visiting attendees showed their outstanding intelligence by whipping out their wallets and signing on with the **Project Police**.

One of these fine, intelligent folks was **Andy Gerner** who just happens to be the **Commandant** (with a “C”) of the USAF Test Pilot School, the default location for our meetings. **Andy** and his wife **Terri** live on Edwards AFB in a house where they are gracious enough to let their two sons reside as well. You can tell his house easily from the road—it’s the one with the severely weakened roof from all of the TPS students roof-stomping on it. (*Hmmm...I wonder if we could have an EAA roof stomp? Maybe **Andy** would come with us and roof stomp his own house...*) **Andy** is a Test Pilot and flight tested the C-17 with our own **Doug “Opie/Houdu” Dodson** back in the day. Prior to that he flew KC-10s and KC-135s. Ask him about the “man behind the curtain” story. **Andy** had no concept of homebuilt airplanes until in 1995 he had the questionable fortune to be assigned to the Department of Aeronautics at the USAF Academy to teach the Flight Test Techniques course (Aero 456). The questionable fortune part was that at the time this course was being taught by **Russ “Erbman” Erb**, who spent part of that summer explaining throttle plates, manifold pressure, and RPM to the former jet jockey. After exposure to the “Homebuilt of the Day” program, **Andy’s** slide down into the depths where all of us reside was swift. Soon he was taking his students to the Reno Air Races and Sun N’ Fun. He keeps talking about building a **Thunder Mustang**, but the whole being an Air Force Colonel and being the boss seems to keep getting in the way.

Another new member who proclaimed “I wasn’t originally assigned to Edwards AFB, but I got here as quick as I could” is **Scott Weathers**. Scott is currently an FTE with the C-17 program (hmmm...maybe there’s a trend here), and lists as his aviation accomplishments getting his Private ASEL in 1983 and becoming a USAF Navigator in 1984. Hmmm...he didn’t say, but since that’s very close to my own dates, I’m guessing he has separated or retired from the Air Force. We need to smack him up against the wall and ~~get a confession out of him~~ ask him what the story is. **Scott** has been at this EAA thing for a lot longer than many of us, having a six digit EAA number starting with “1”. (When I mentioned this at the schmooze time, **Wen Painter** mentioned that his EAA number only has four digits—we all bowed in reverence to the high time man of the group.) While **Scott** lists other interests as woodworking, computer stuff, and electronics, he has also finally gotten around to building an RV-8A. At least that’s what it is now—he claims it will have to be re-designated

the RV-8B when he gets done with his proposed modifications. Hmmm...sounds like an interesting meeting program...we all know that modifications are like Lay’s Potato Chips...you can’t make just one...**Knife**, are you listening?

Another new member who is following in the steps of **Erbman** is **Jon Schilder**, who is a B-1 WSO with AFOTEC. He and his wife **Tricia** also live on Edwards AFB. We didn’t get a lot of other info on him, but he is building a **Sonerai II**, which should get the attention of **Lathan Collins**, who wasn’t present at the last meeting to have his attention got.

I would tell you about **Paul Glessner** who has been communicating a lot with your chapter officers and even brought a bunch of his buds to the last meeting, but he hasn’t seen fit to take the action to join up yet. If this paragraph shames him into doing that, then **Evil Editor Zurg** has achieved his objective.

Project Police Aircraft Spotters Quiz

Well, apparently **Evil Editor Zurg** is getting too easy on you. In cooperation with **The Kommandant**, he challenged you to identify the airplane in these pictures.



First to respond was aviation celebrity, B-2 Test Pilot, and honorary **PPO Bruce Hinds** who said “I think your mystery aircraft is a Northrop C-125. I enjoy reading your newsletter.”

Next to enter the queue was Sonerai builder and **PPO Lathan Collins** who said “The aircraft is a Northrop YC-125B ‘Raider’.”

<http://www.wpafb.af.mil/museum/outdoor/od15.htm>

The Air Force intended it to transport troops and equipment to forward combat areas and for Arctic search and rescue. First flight was in 1949. 23 of the A and B versions were made. They were declared surplus in 1955

because they were underpowered (should have had 4 engines) and helicopters were filling its mission better.”



Next in was **PPO Murry Rozansky**, a frequent responder to **Zurg's** quizzes (who's current excuse for not showing up at the meetings is that he's taking a TIG welding class on Tuesdays), who wrote "Hi Russ, Northrop C-125B Raider, airborne assault and rescue aircraft. No. 620, 621 and 622 were earmarked for the Air Rescue Service, pg 129 of 'NORTHROP, AN AERONAUTICAL HISTORY' 1976."

Long time **PPO Miles Bowen** showed that at least someone out there has researching skills by writing "Russ, perhaps you should have disqualified anyone who's ever been to the Air Force Museum. At a minimum maybe you should have waited until a few month's after **Kommandant's** article on visiting the Museum. Right away, I recognized the background from my tour of the museum in 2001. Unless I miss my guess, the hangars in the background house the "Presidential" collection. The Air Force Museum was on our itinerary during the International Cessna 170 Association Convention in Shelbyville, IN.

While I didn't recognize the airplane directly, knowing the location made it a simple matter of a web search. See <http://www.wpafb.af.mil/museum/outdoor/od15.htm> for the USAF museum's description of the Northrop YC-125B 'Raider', the cold weather version of the Air Force's experimental troop and cargo hauler from the early 1950's."

Not to be outdone, **PPO Lee Erb** sent in "The mystery plane is the Northrop Model N-32 or the YC-125B 'Raider.' The YC-125 was a military version of the Northrop Model 23 'Pioneer.'

The Pioneer first flew in 1946. Either the first or second year the Cleveland Air Races were renewed my cousin from Northrop was visiting his parents in Cleveland. He received word that the 'Pioneer' broke the tail off in flight and crashed. He made the comment in my presence that 'I warned them that the aft fuselage was weak.'"

In the face of all this response, **Evil Editor Zurg** has reached into the files to pull out the really obscure, courtesy of **PPO Lee Erb**. Take a shot at identifying either of these two aircraft:



Your job is to simply identify the aircraft shown 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. 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 6 November 2005, the hit counter stood at **102596**, for a hit rate of about 24 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

Nov 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Project Tour—see newsletter or call. (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. (661) 609-0942

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

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

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

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

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

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

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

Apr 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:

President/Flight Advisor Gary Aldrich: gary.aldrich@pobox.com
 Vice President George Gennuso: pulsar1@sbcglobal.net
 Secretary Kent Troxel: kenttroxel@sbcglobal.net
 Treasurer Doug Dodson: dodsond@qnet.com
 Technical Counselors: Gary Sobek GASobek@Comcast.net
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EAA Chapter 1000 Technical Assistants

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**THE LEADING EDGE
 MUROC EAA CHAPTER 1000 NEWSLETTER**

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ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
 PROJECT TOUR 15 NOV LANC/ROSAMOND
 VETERAN'S DAY FLY-IN AT FLABOB
 KOMMANDANT HATES HIS AIRPLANE
 USEFUL FLIGHT PDA SOFTWARE?**



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