



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

President	Gary Aldrich	661-609-0942
Vice-President	George Gennuso	661-265-0333
Secretary	Kent Troxel	661-947-2647
Treasurer	Doug Dodson	661-256-7276
Newsletter Editor	Russ Erb	661-256-3806

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

March 2006

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:



What I Did On My Middle Eastern "Vacation"

or
Combat Flight Test

Vince "Opus" Sei

Tuesday, 21 March 2006
 1700 hrs (5:00 PM Civilian Time)
 USAF Test Pilot School Auditorium
 Edwards AFB, CA



When a military member fills out a leave slip, there is a block for an "Emergency Contact Phone Number." This is a phone number where you can be contacted if necessary in an (you guessed it...) emergency. We fill it in and don't give it a second thought, because no one ever calls that number. At least they never did in my 20+ years in the Air Force.

That is, until 22 September 2005. On this day, PPO Vince "Opus" Sei was at home (continued next page)

Dues Delinquents!



All right, time to play hardball! The list of **Heroes of the Project Police** (i.e. those who have paid their dues) is distressingly short. As for the rest of you, well, we warn you and warn you, but you just won't listen.

Therefore, it is time to exercise one of the **Project Police's** most dreaded weapons—**public humiliation!** Therefore, we present the annual list of slackers in our midst, conveniently listed in alphabetical order:

Brad Allen, Tim Brien, John Bush, Lathan Collins III, Mark Dickerson, Francis Gentile, Andy Gerner, Jon Goldenbaum, Tom Goodwin, Frank Haertlein, Randy Kelly, Karl Lewis, Brian Martinez, Dallas Mikaelson, Paul Minnicks, Russ Munson, Jim Payne, Pat Peters, Terry Pierce, Kevin Reilly, Jon Schilder, Vince "Opus" Sei, Chris Shearer, Dave Vanhoy, Leo Williams.

To remove your name from the slackers list and re-establish your good credit rating, send your \$20 in to the treasurer (see back page). Or go to <http://www.eaa1000.av.org> and click on the Paypal® button.

Fifteenth Annual Scotty Horowitz Going Away Fly-In 13 May 2006 at Rosamond Skypark



Make your plans to attend now! Volunteer your services to help out before the board assigns duties to you!



Guess who's coming to Fox Field? She's back and "standing tall"!

THE LEADING EDGE

burning off some “use or lose” leave, working on the next upgrade to his **F1 Rocket**. His phone rang, and **Opus** made the mistake of answering it. The boss was calling, directing him to report to work immediately, for he had been assigned as the lead Flight Test Engineer to a test acceleration project, and the first meeting was that afternoon.

What was this all about? It seems that prior to that, half a world away, some Americans and Iraqis had been killed in the crash of a Comp Air 7 operated by the Iraqi Air Force. This led to an investigation that suspected problems with the airplane and recommended an immediate flight test to evaluate the safety of the airplane. This quickly wormed its way back to the Air Force Flight Test Center, where a test team was to be assembled. The call went out for a Flight Test Engineer who 1) was military, 2) was familiar with homebuilt aircraft, and 3) had experience with high power, taildragger aircraft. As just about everyone on Edwards AFB was familiar with the **Opus F1 Rocket**, Vince’s name had quickly floated to the top.

So you’re thinking “I can understand requirements 2 and 3, but why was “military” a requirement, or at least a preference? Because for political reasons, the flight test would not take place at Edwards, but in-country in Iraq. As these projects tend to do, the scope increased from the Comp Air 7 to include some CH-2000s and Seekers.

Come join us on 21 March to hear **Opus** talk to us about his two (!) trips to Iraq to do flight test in extremely austere conditions. We’ll start out with the usual schmoozing in the lounge before moving to the auditorium for the main event. Remember, we can’t start until the chocolate chip cookies are gone, so come do your part to get the meeting going.

Don’t miss this chance, because you won’t get it again. At the end of the month, **Opus** is moving (at the request of the government) to Tucson AZ. Of course, since he’s got that fancy-schmancy high-speed aerial contrivance, we expect him to be back for the **15th Annual Scotty Horowitz Going Away Fly-in**.

- **Erbman**

For the **Schmoozemeister**

(BTW, because he was deployed at the request of the government, **Opus** did not lose the “use-or-lose” leave he was trying to use when this all started)

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium

USAF Test Pilot School, Edwards AFB CA

21 February 2006

Kent “Cobra” Troxel, Presiding

The February meeting was held at the Edwards AFB Test Pilot School auditorium following the customary consumption of drinks, chips and salsa. Please note that C³s were not included (more later).

The meeting was scheduled to be the Chapter 1000 debut of the 1966 classic film “**The Blue Max**” starring **George Peppard**, **James Mason** and **Ursula Andress**. However, only five members were in attendance. The **Kommandant** was TDY at Wright Patterson, the **Vice Kommandant** was tending his mother following surgery, and **Doug “Houdu” Dodson** was just plain MIA. Who knows where everyone else was.

As we were munching chips and swilling soft drinks and wondering who else was going to show up, everyone began to discuss how many times they had seen the movie. Turned out that it was several times each, except for myself. I saw it in its initial theatre release in 1967 at the age of 14 and not since until I recently bought the DVD. The regiment voted that under the circumstances, we should probably defer the viewing to a later time and adjourn for dinner.



Vince “Opus” Sei demanded that I take charge (being the only official chapter officer in attendance) and adjourn the meeting. **Russ “Erbman” Erb** pointed out that this was not without precedent. I was really feeling the pressure at this point.

Suddenly, I remembered a passage from the movie. In the film, **Lt. Stachel** (Peppard) asks squadron mate **Lt. Willi von Klugermann**, “You’ve got 18 [kills], haven’t you?”

Von Klugermann replies “Squadron Rule #1, Stachel: Gentlemen never parade their military achievements”.

Stachel responds, “Any rule against saying how long it took you?”.

Von Klugermann: “I would say that was covered by the same rule, wouldn’t you?”.

Stachel: “No, I wouldn’t. How many rules are there?”.

Von Klugermann: “I don’t know. None of them have been written down”.

My course of action became obvious. The unwritten **Project Police** rules clearly state that no meeting shall be held without **Chocolate Chip Cookies** first being completely consumed. Since **Houdu** did not bring them, ergo, no meeting.

Summoning my best AI “**I’m in charge here**” **Haig** voice, I declared that “**Victory has been denied!**” and adjourned the non-meeting, retiring to the BK lounge for the remainder of the evening.

- **Kent “Cobra” Troxel**

Secretary

Kommandant's Korner

As I sit in my cozy den and gaze out at the blanket of white covering my backyard, I can't help but reflect on the fact that this column was supposed to be the "Hurrah, Spring has sprung, go out and fly, get current, yada, yada". Well, I guess I could dust off one of those "Winter wonderland, watch the icing forecast, etc, etc" rants. Instead, let's talk about upcoming events and hope that this tardy weather system will soon give way to better flying conditions.



First off, there's the second annual (yes, it will be annual from now on) visit of the "Keep It Flying" tour winging its way from OSH to WJF on 10-13 Apr (<http://www.b17.org/>). This year will feature the return of "Aluminum Overcast" (or "AluMINium Overcast" for the Brits in the crowd)...fresh from two years of rebuild after her "low approach" to the runway at VNY that scraped off the chin and ball turrets and trashed three engines. According to the aviation press, Al OVC (getting tired of typing the whole thing) flew for the first time last week and looks "better than new" after the extensive repair.



In an uncharacteristic burst of planning, you have probably already received an e-mail plea from me to help out with this event (local folks only, I didn't bother the "dets"). I've already received a gratifying response to my request. I'm especially thankful for the newer members who have indicated their willingness to take time off their "real jobs" to make the visit a success. It's one thing to share your weekends with your flying buds, but to incur

potential financial or vacation loss is "above and beyond the call" and is typical of the caliber ("calibre" for you Brits) of individual that joins the *Project Police*. Despite the early response, there is still a need for more tour guides and safety monitors, so if you are on the fence about coming out...jump on down and send



me an e-mail. I'll take a morning, afternoon, even a lunch hour so that we can spread out the workload. Remember, the rewards are many...whether you are one of the lucky ones to earn a seat on the airplane or just the lucky one who gets to listen to a moist-eyed veteran recount his memories of taking one of these warbirds "into harm's way".

Right on the heels of the B-17 visit will be yet another **Scotty Horowitz Fly-in**. Hopefully, the snow will be gone by then and the desert will be covered with wild flowers, light winds, and warm temperatures. This fly-in has really mellowed-out over the years of my "reign" as your **Kommandant**. There isn't a nicer way to spend an aviation afternoon than munching on the **Knife's** famous BBQ fair and schmoozing with your fellow **PP** Troopers and guests. No wrist-bands, long food lines, "aromatic" Porta-potties, or endless walking in the hot sun. Just laid-back sport aviation the way it probably was when "AirVenture" was still a small gathering in Rockford. Watch this space for more details and ways that you can help make this event even more enjoyable.

Of course, we can't forget AirVenture. Looks like the **Fightin' Skywagon** will be heading to OSH this year as the credit cards have almost recovered after 2004. Since the **Bearhawk** program is over-budget and behind schedule (sounds like a "gummint" operation) **NLE Erberman** will once again provide the navigation skills (augmenting the GNS530) and intercom entertainment (otherwise known as the "GMA340 Stress Test"). You know what that means...an August meeting describing all the new toys and gadgets we found!

Well, time to get this on the wire to **E^2 Zurg** before he blows a gasket.

Fly safe, watch out for the "Freezy Skid-stuff" and Check Six

Fly safe and check 6!

- **Gary Aldrich**
Kommanding

What? More Warbirds?

And if hangin' out with all the cool crew members of the **Aluminum Overcast** wasn't enough for you, **Kent "Cobra" Troxel**, official EAA Chapter 1000 Representative to the **Collings Foundation**, reports that the **Collings Foundation B-17, B-24, and B-25** will be on display at **William J. "Willie J." Fox Airfield** from **10 to 12 May 2006**.

As I remember from their visit in the early 1990's, the aircraft will be open for walk-through inspections by the **Project Police** and civilians, but there are no flight opportunities available.

Cobra also reports that he suggested that on their way out that the crews make a stop at the **Fifteenth Annual Scotty Horowitz Going Away Fly-In** at Rosamond Skypark the very next day (**13 May 2006**). While intrigued with the idea of a chance to hang out with the **Project Police**, after a site survey the tour commander lamented that the parking ramp area available at **High Cay** was a little on the small side for their requirements.

New Member

Knife and **Cobra** have been trolling the halls of Northrop-Grumman to detect stealth EAA members and have uncovered the newest addition to the *Project Police*, **Forrest "Frosty" Wyatt**. **Frosty** lives in Littlerock and is the holder of an actual FAA issued Private Pilot certificate. He owns a **Cessna 152 II**, which he flies when he's not busy building a Van's **RV-9A**. Although he lists his occupation as a Bum/Hobo, we here at *PPHQ* suspect the real answer is that he has a job at Northrop-Grumman that is classified on even a higher level than *PPSNTK!*

World Famous Aviation Artist and Wings/Airpower Magazine Publisher Mike Machat Signs Up As Full Fledged *Project Police* Officer!

(from *Mike Machat*, as received here at *PPHQ*...)

Gary,

Got the latest newsletter, and saw the membership dues notification. While I very much appreciate the generous gesture of the group having awarded me an honorary membership years ago, I would like to contribute to the good cause and purchase a membership on behalf of **WINGS & AIRPOWER** as well. I've been thinking about this and came up with the

"TOP TEN REASONS MIKE SHOULD BUY AN EAA CHAPTER 1000 MEMBERSHIP" -

10. Someone bought a magazine in Pacoima and now he can afford it.
9. Needs more Oshkosh patches for his EAA jacket.
8. Hid his own glider in the Edwards Museum Mural.
7. Wants to use discount coupon for Burger King before it expires.
6. Someone bought a magazine in Pittsburgh and now he can afford it.
5. May construct a homebuilt in his living room and will need the *Project Police*.
4. Wants another ride in **Erbman's** Mustang GT Convertible.
3. May want to enter the EAA Art Contest again someday if he's not hallucinating.
2. If he ever has more kids, will need Young Eagle's rides.

And (drumroll please), the number one reason Mike wants to pay for his Chapter 1000 membership:

1. If new job as magazine publisher ever bombs, he'll be available for "Movie Night" every single month!

Please let me know how much and where to send the check. Your newsletter rocks!

All the best,

Mike,

or more officially:

Mike Machat

Editor-In-Chief

WINGS & AIRPOWER

2006 - 35th Anniversary Year

"America's Longest-Published Independent Aviation History Magazines"

Recollections of the Curtiss C-46 Commando Part I: (Primarily an Autobiography)

It is interesting (to me) how certain airplane types intertwine with a person's life. This is a story of how the **Curtiss C-46 Commando** cargo airplane is part of my life.



My brother was a radio repair man in the U.S. Army Air Corps stationed at a two-man outpost on Adak Island in the Aleutian Islands during WW II. I was in Junior High School. By this time I had already decided to go into the aircraft industry despite warnings of feast or famine by a first cousin and a second cousin who were already there.

I had built several model airplanes, a couple of which actually flew, and wanted to advance to radio control models (which I never did). With my brother able to build a radio, all I had to do was design and build the airplane. Besides, this was a subject my brother and I could correspond on while he was at the lonely outpost.

Now this was the time when Walter Goode was flying a contest design about 8-foot wingspan and 12-inch chord. The size was necessary to be able to carry the radio and battery for a one-channel (rudder) control. Of course, I wanted 4 controls (including throttle) and I wanted realism of a scale model. The Curtiss C-46 was new and it had a large volume fuselage. It also had two engines and it would be something no one else had flying (this is always important to a dreamer).

I did a lot of sketching, planning, and dreaming. Then real-life intervened. My brother was home from the Army but had to work for a living. Also I realized that radio components including tubes were expensive and I had no money. But I had a lot of fun dreaming.

The next time the C-46 came into my life was my last year at Parks Air College. Two-thirds of my classmates were ex-GI's and some were still in the reserves. A couple of the pilots arranged a trip for our Air Force ROTC unit from East St. Louis to Indianapolis to visit the Allison

engine plant—in a C-46. (The visit to the plant is an interesting story of jet engine technology state of the art in 1950.)

As we all climbed into the C-46, the crew chief was the last to climb aboard, with a bucket. The bucket had some hydraulic fluid in it. He placed the bucket in the tail and told us that the other bucket stored there was the latrine. Don't contaminate the hydraulic fluid.

When we reached Indianapolis and parked on the ramp, the crew chief hurriedly placed the bucket on the ramp under the tail to catch the hydraulic fluid that drained out the belly. On the return flight the crew chief did his assigned tasks again.

Oh, Yes! This was my first actual flight in an airplane! My lessons in a Stearman were a few months away.

My next encounter with a C-46 was in a simulator at Oxnard, CA airport. My pilot, crew chief, and I were to do hovering tests in an H-21C (for the Air Force). (Part of the story is in Reference 1.)

We were waiting for fog to dissipate and my pilot, **Maj. Vincenzi**, who loved flying transports (that could be another story), wanted to try the C-46 simulator. He then encouraged me to try to land the C-46. I did not realize how high the control forces were and when I finally heaved the wheel back, I was about 300 feet below ground level.

A few months ago I decided to purchase some 1942 aircraft spotter model plans, including the C-46. The results of that purchase are another interesting story (to me) and will be carried in this newsletter as "Part II: Reverse Engineering" next month.

Reference 1 - "Flight Testing At Edwards," Stoliker, Hoey, Armstrong

- **Lee H. Erb** (aka **Erb the Elder**)
Chapter 1000 Det. 5, Arlington, TX

Virtual Project Police Raid – Piavis' RV-7

The *Project Police* inspection generator spit out that it was time to inspect **PPO Jim Piavis'** progress on his **Van's RV-7**. There was an initial interest in mounting an in-person raid to his workshop in Redmond WA (does Microsoft give out free samples?), but then the **Kommandant** came out with a request to use our time off from work to support the **Aluminum Overcast** visit instead. Besides, the *Fightin' Skywagon* was about due for its annual inspection anyway.

Fortunately for us, **Jim** provided us a way to satisfy our requirements by putting up a project web site (<http://adap.com/rv7>). Go check it out yourself.

For the newer **PPOs**, perhaps a little history is in order. Way back in 1991, **Jim** was a founding member of the *Project Police*, along with **Bob Waldmiller** and **Vern Blomquist**. **Jim** served as the first **Kommandant**, then moved "down below", then to the Bay Area, and now to Redmond WA, where he reports that **Mr. Gates** is an excellent rivet bucker. Somewhere in there he married his lovely wife **Carolina**. His first project was a **Boredom Fighter**.



Ever wonder what a kit looks like when it arrives?
This was the empennage kit as delivered



The wings moving to the airport for storage to make room for building the fuselage



Jim at a high pucker factor moment – drilling the rear spar attachment



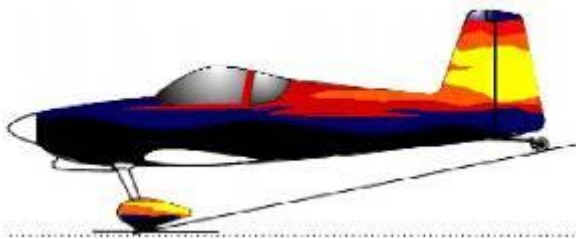
The fuselage in a recent shot in the workshop. Jim is currently working on the electrical and panel



Jim stitched this picture of the fuselage together



Alexander Piavis, who made his debut in the April 2003 edition of this newsletter, enjoys playing "pilot"



Jim describes this possible paint scheme as "Arizona Sunset; based on a Chapter patch I once designed." I wonder what chapter that would be?

Project Police Aircraft Spotters Quiz

Evil Editor Zurg has produced this timely oddball aircraft for your identification. Note: **PPOs** who have actually flown this type of aircraft (there's at least one) are not eligible to respond.



In case you're wondering, "The Love Child of a Republic Seabee and a Bell Model 47G" is not an acceptable answer.

As always, 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 11 March 2006, the hit counter stood at **105735**, for a hit rate of about 27 hits/day for the last month.

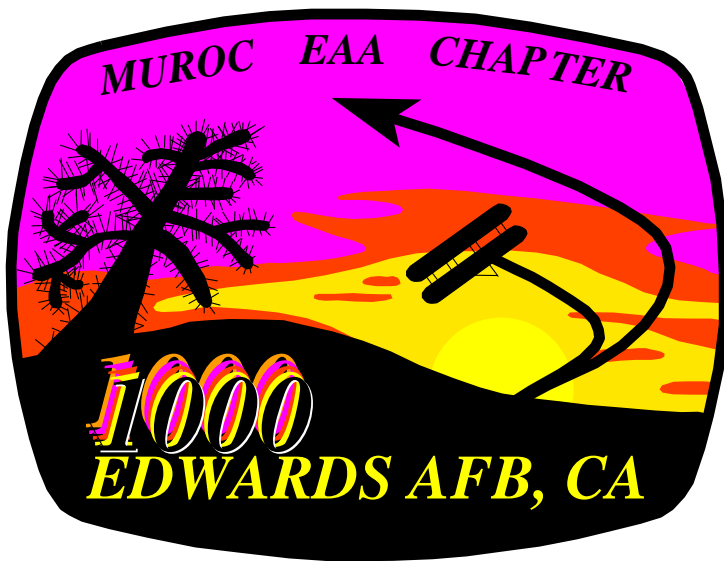
Just a reminder that the EAA Chapter 1000 Web Site is hosted courtesy of Quantum Networking Solutions, Inc. You can find out more about Qnet at <http://www.qnet.com> or at 661-538-2028.

**Print Out The Next Page Post
It Everywhere You Go!**

B-17

FLYING FORTRESS

Aluminum Overcast



MISSION COST: (PRE-STOP BOOKING PRICES)

\$359

per person (EAA Members)

\$399

per person (non-Members)

WALK UP PRICES

\$385 EAA Member

\$425 Non-EAA Member

Daily Ground Tours:

Held after flight operations have stopped for the day.
Adults: \$6, Students: \$5, WWII Veterans FREE
Children under 8 (accompanied by adult) FREE
\$10 per family (adults & children under 18)

Special group rates are made available for schools and large tours. Limited availability. Please call for group reservations.

All dates and times are tentative and subject to change due to weather or other causes.

Call 800-359-6217
for reservations and inquiries

Visit the B-17 website at www.b17.org
e-mail: b17@eaa.org



Fly the Fortress!

EAA's B-17 bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of battle in World War II. You can see and tour this historic airplane — and actually *fly a mission!*

Chapter 1000 Calendar

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 10-12: B-17 **Aluminum Overcast** at General William J. Fox Field, Lancaster, CA. (661) 609-0942

Apr 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., General William J. Fox Field, Lancaster, 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

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

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

May 10-12: **Collings Foundation B-17, B-24, and B-25** at General William J. Fox Field, Lancaster, CA. (661) 947-2647

May 13: Fifteenth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

May 16: NO EAA Chapter 1000 Monthly Meeting, go to Fly-In instead

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

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

Jun 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Jul 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
 Ron Wilcox avi.ator@verizon.net Bill Irvine wgirvine@yahoo.com

EAA Chapter 1000 Technical Assistants

<i>Composite Construction</i>		
Doug Dodson	dodsond@qnet.com	661-256-7276
George Gennuso	pulsar1@sbcglobal.net	661-265-0333
Brian Martinez	briannmartinez@cs.com	661-943-5379
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
<i>Wood Construction</i>		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
<i>Aluminum Sheet Metal Construction</i>		
Bill Irvine	wgirvine@yahoo.com	661-948-9310
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
Russ Erb	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
Russ Erb	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Doug Dodson	dodsond@qnet.com	661-256-7276
<i>Electrical Systems</i>		
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
Gary Aldrich	gary.aldrich@pobox.com	661-609-0942

Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, by e-mail to erbman@pobox.com

From the **Project Police** legal section: As you probably suspected, contents of The Leading Edge are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1000 or the Experimental Aircraft Association. **Project Police** reports are printed as they are received, with no attempt made to determine if they contain the minimum daily allowance of truth. So there!

THE LEADING EDGE

MUROC EAA CHAPTER 1000 NEWSLETTER

C/O Russ Erb

3435 Desert Cloud Ave

Rosamond CA 93560-7692

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

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:

OPUS' MID-EAST VACATION 21 MAR @ TPS

WARBIRDS COMING TO FOX APR, MAY

CURTISS C-46 REMEMBERANCES

THE DREADED DVES DELINQUENTS LIST!



The Leader In Recreational Aviation