



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 2007

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:



“Allison Wonderland”

Vintage V-12's

Project Police Field Trip

Tuesday, 16 October 2007

1730-ish hrs (5:30 PM Civilian Time)

Tehachapi, CA

Did you know that many Southern California airfields were littered with zero-time P-51 Mustangs, crated, wings off, and for sale for \$500? (*that's \$5269.23 in 2007 dollars*) The time was post-WWII and many of these surplus war machines were snapped up by SoCal farmers who promptly put their 1500 horsepower Merlin engines to work pumping irrigation water. Most just sold the airframes for scrap. Not a few of these engines regained their mobility in the '50s and '60s slung between the rails of top-fuel dragsters in places like Pomona. Today, those engines bring high-six-figure sums from well-heeled warbird enthusiasts...when they can be found.

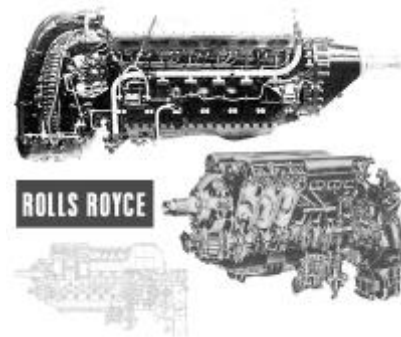
If you'd like to see where they breathe new life into these 12-cylinder behemoths, join us as we tour **Mike Nixon's "Vintage V-12"** facility in Tehachapi. Be sure to visit Mike's home page and have a look around; it is really well done in the WWII theme. Oh, and be sure to turn up the sound when you get there if you like the sound of V-12's at military power. The web address is www.vintagev12s.com. We will be meeting at the Vintage V-12 facility (follow the attached map) at around **1730** or **1800**. We'll tour Mike's facility beginning at **1800** and sometime after that we will flock to an as-yet-undisclosed location to conduct any remaining meeting business. We

will leave that location to the **Kommandant** as he has excellent taste and is familiar with area. Note: Mike would like to limit the group size to approximately 20. Please contact **Gary Aldrich** via phone or e-mail (see masthead) to reserve your spot. If the response is overwhelming, we will schedule a second tour at a later date.



1. Take CA-14 North
2. Continue on CA-58, go 3.6 miles
3. Turn **Left** to take ramp onto CA-58 West, go 13.8 miles
4. Take ramp toward Tehachapi, go 0.3 miles
5. Turn **Left** on E Tehachapi Blvd, go 1.3 miles
6. Turn **Right** on S Dennison Rd, go less than 0.1 miles
7. Turn **Right** on Goodrick Dr, go 0.9 miles
8. You're there! 1582 Goodrick Dr, Tehachapi

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



Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium
USAF Test Pilot School, Edwards AFB CA
18 September 2007
Gary Aldrich, Presiding

In recognition of national "Talk Like a Pirate Day" on September 19, the **KaRRRRRmandant** so ordered everyone present to "talk like a pirate". Feel free to avail yerselves of the official website at <http://www.talklikeapirate.com/piratehome.html>.

Russ ERRRRRb began the meeting with the vintage 1958 Northrop video "Tough Sledding" on early development of egress systems, and featuring a young **Vice KaRRRRRmandant Knife Gennuso** as the "Gong BangeRRRRR".

Russ ERRRRRb followed up with a **BeaRRRRRhawk** update featuring progress on **faiRRRRRings**, control surface coverings, nose cowl mods, and the infamous "move day" from the fabrication site (garage) to the final assembly site, previously featured in the May 2007 edition of this newsletter. Also viewed was the wing/fuselage separation of **Doug Dodson's GlassaiRRRRR** featuring a rare and difficult double "Project Police" point. Note that The "Double Project Police Point" is the equivalent of the triple lutz in the skating world.

StoRRRRRmy Weathers provided photos of his "main squeeze" rivet squeezer (1951 rivet count to date), his alodine trough and his modified **ChapteRRRRR 1000** table with the retractable rolling gear. A clear example of what happens when engineers have too much time on their hands.

Russ ERRRRRb showed a picture of the **ChapteRRRRR 1000 PaveRRRRR** brick that is in the Century Circle display outside the Edwards AFB main gate.

Especially fitting for "Talk Like a Pirate" day, **KaRRRRRmandant**

GaRRRRRy Aldrich

briefed his recent Alaskan cruise celebrating 35 yeaRRRRRs of wedded bliss. The happy couple, father, daughters and their spouses began their holiday in **Victoria, BC** at the famous **Empress** hotel, then on to **Vancouver, BC** where they

boarded the **Coral Princess** bound for points north. First stop: **Ketchikan** and ocean kayaking to Eagle Island; on to **Juneau** and a helicopter tour of the **Mendenhall Glacier**, and **Mrs. KaRRRRRmandant** got to drive a dog sled; on to **Skagway** and a narrow gauge train trip through the White Pass; a tour of **Glacier Bay** and then **College FjioRRRRRd** where 8 glaciers are located, each named for an ivy league college; finally, debarkation for the land portion of the voyage to **Denali National Park**, getting a



rare view of **Mt. McKinley**, as only 16% of park visitors get a clear view due to weather.



The real Kommandant (not the ersatz) with his helicopter upsetting the natural ecosystem of the Mendenhall Glacier by his mere presence

The presentation phase of the evening concluded with **John Bush** showing 2 small mangled metal parts retrieved from his Cessna 170 Continental C-145 engine after losing power on a recent flight. The parts were identified by **Miles Bowen** as early model carburetor flow dividers which separated and were ingested through the intake manifold.

Attending members subsequently adjourned to the **BK lounge** for feasting and grog, after which the **KaRRRRRmandant** declared, "Victory be ours, ye scuRRRRRRRRRRRvey dogs!"

Having such a great time talking, and more importantly, eating like pirates, serious consideration is being given to going to an "all pirate" venue.

Blah, blah, blah.

- **Kent "Cobra" Troxel, Col, CAF**
Minister of Propaganda

Kommandant's Korner

A little-used instrument earned its place in the panel of the **Fightin' Skywagon** last week. The **VC-180** was enroute from Wichita Mid-Continent Airport (ICT) to Quad Cities Airport (MLI) in Moline, Illinois. I had arrived in Wichita the previous evening after a swift trip from home base via a gas stop in Albuquerque (AEG). Strong westerly winds had pushed the ground speed numbers near the magic 200 knot figure. Nary a cloud had stained the blue sky over the 7 or so hours of flight time. After negotiating a \$20 hangar fee my companions (Ed Lewis and Mike Grimes) and I secured lodging nearby.



The morning dawned gray and moist. A cold front was sweeping down the Midwest on its way to the southeastern states. The southern terminus of the front

was just past ICT and to the north it passed right through...you guessed it, MLI. The NEXRAD display in the FBO showed large green blobs of moderate and severe rain with areas of yellow and red thunderstorms. We filed for 9k and launched off into the clag. This departure was reminiscent of my previous one from Wichita when the **Erbman** and I first brought N2705K home from the east coast. The BFGoodrich (now L3 Communications) WX-900 Stormscope quickly diverted our attention from the usual 530W "eye candy" when little "x's" began appearing all over the display. I was just about to key the mic and ask Kansas City Center for a deviation when he called me and reported possible severe rain at our 12 o'clock.

For the next 3 hours we wove back and forth, and around the worst areas of precip as indicated by the very active lightning strike display and aided by suggested headings from both the friendly controllers and the magic glowing WX-900. Fortunately, the ride was relatively smooth as the convective activity was just getting organized. Further, we were able to climb to 11,000' and get between layers. This allowed us to verify that the deviations would not take us into the darkest areas of the storms. Another stroke of luck was that the freezing level was over 14k, relieving us of the worry of airframe icing (of course, the carb ice detector was squawking constantly). As we got within 100 nm of our destination it became increasingly hard to avoid the rain showers, but our luck held and the intensities stayed moderate to light.

After the week-long conference during which the weather was perfect, we saddled up once more for the return to the "left coast". A second front had formed in almost the same location as the one that had bothered us on arrival. The front was being pushed by a large, strong high pressure system that was generating very high winds aloft...all in the wrong direction. The obvious route was far from direct and dictated an "end-run". Thus, we loaded Tulsa (TUL) into the GPS and took off. Winds were "on-the-beak" at 30-35 knots. The only saving grace was that we were avoiding the 50 knot winds that were howling a hundred miles to the northwest. After the sloooow 4+ hour slog to Tulsa and a quick snack at Arby's (discovering that most restaurants are closed on Sunday in Tulsa), we took off and turned west...well, southwest at least. We were running under the "belly" of the front, weaving through big cloud streets that reached up to 8500 feet or so...the altitude with the least obnoxious headwinds. Ground speeds plunged into the double digits several times as we struggled to stay close to our chosen altitude in the convective turbulence.

The next stop was Rick Husband International Airport in Amarillo, Texas (AMA). While we had plenty of gas to go further, we had been bouncing around for over 3 hours so a break was in order. Grimes found a restaurant on the field and proceeded to eat again (a pattern was developing). Just prior to AMA we had threaded through the last cloud street to find nearly clear skies. Too bad the winds didn't go away with the clouds.

By this time, a minor case of get-home-itis had set in and, with the autopilot doing most of the flying we struck off for Winslow, Arizona (INW) and another time zone change. We arrived at INW to find a closed restaurant and

a bored airport employee in the partially renovated terminal building. Fortunately, there was a self-serve gas pump (\$3.97/gal!). In our haste to make the final leg I took the first intersection for takeoff. The 5000 feet remaining would have worked nicely if I had remembered to lean for the 7500 foot DA. As it was, the heavily loaded Skywagon barely climbed away until I re-engaged my high-DA techniques. As the sun sagged toward the horizon we focused on the terrain display page of the GNS 530W. This display gave us added confirmation that the rugged terrain wouldn't snag us as we tried to stay low and out of the strongest winds.

Well after dark, and near Barstow the winds finally relented. We touched down at Fox in only 17 knots of wind and after only 14.2 hours of flying time (compared to 10-ish hours eastbound). Certainly a long day to sit in an airplane but about the same amount of travel time that would have been consumed by traveling commercially...if you include airport driving times. As we closed the doors to hangar 703 I reflected on the challenges and satisfactions of the trip and how we had used every capability built into the panel. The next day I stopped by High Desert Avionics to see what it would cost to integrate satellite weather into the Garmin.....stay tuned.

See you in Tehachapi for a great tour of Vintage V-12s. Check 6 and fly safe.

- Gary Aldrich
Kommanding

John "Bushman" Bush's Mystery Part

The first photo is John Bush's "mystery part" (should be one piece!).



The next two shots are what it should look like, in it's native enviroment. This is on my "spare" C-145.

The O-300 on my 170 (99.44% identical to the C-145) has this part cast into the sump. (A design change due to the fact that John's wasn't the first to let go. 😞)

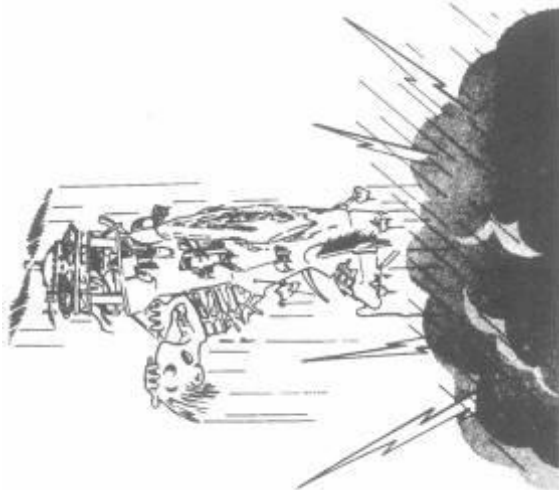


- Miles Bowen

Tommy The Tired Terribly Terrified Test Pilot

or TTTTTP returns to TTTP

Last month we left Tommy The Tired Terribly Terrified Test Pilot (TTTTTTP) at 40,000 feet, flat on his back, the flight controls locked, the throttle jammed in full power, and headed to the coast and blue ocean waters.



Tommy tried everything the ground crew suggested but nothing solved the problems. He even bent the control stick trying to move the controls as he gradually became Terribly Terrified.

The last suggestion from the ground crew was to do a high-speed ejection and let the aircraft run out of fuel over the ocean. But the ejection system would not work.

By this time Tommy The Test Pilot who was usually calm in emergencies had become Tommy The Tired Terribly Terrified Test Pilot (or TTTTTP).

Finally Tommy came to his senses again and decided to try **one more thing** before he said his prayers.

AMAZING !!! IT WORKED !!!

The controls freed, the throttle came back and Tommy The Tired Terribly Terrified Test Pilot became calm and returned to the legendary Tommy The Test Pilot to fly another day.

That bucking bar had nothing to do with it.

Our readers provided the following solutions:

Erbman suggested that he popped the spin chute. That would not work even if the chute deployed, just like the F-101 back in 1956. The F-101 had a bad habit of going into a flat spin after a departure at stall. During a specially prepared flight test a spin chute was deployed but nothing happened until the pilot ejected. The film showed that the force of the ejection dropped the nose and the pilotless F-101 glided to the Mojave Marine base, slid along the ground into a sand dune where it exploded.

(Well, at least we had one reader.)

Our Author's Solution: Tommy The Tired Terribly Terrified Test Pilot finally remembered a previous flight when he was inverted in a flat spin and a particular solution worked:

Tommy The Tired Terribly Terrified Test Pilot said a prayer of Thanksgiving and reached up (remember he was inverted), grabbed, and **pulled his leg** just as I have been pulling yours!

- Lee H. Erb, aka Erb the Elder

EAA Chap 1000 Det. 5, Arlington, TX

Paintin' With The Erbman

or "Have I Mentioned Lately How Much I Hate Painting?"

High Volume Low Pressure (HVLP) Spray Gun

I've had good results with the Harbor Freight part number 43430 HVLP spray gun (currently marked down to \$29.99). I found out about it from **Vince "Opus" Sei**, who heard about it from **Scott "Stormy" Weathers**, who had seen an article in a magazine saying that it worked as well as the high dollar guns. **Stormy** contacted the author **Bob Hasson** of Tucson AZ to get the part number.

I used to use a high pressure spray gun because I had one, but that one got old and cranky. I had heard about all of the supposed advantages of HVLP guns (better transfer efficiency, less overspray), but being an engineer I wanted to know what the difference was. Looking into this, I found that both systems atomize the paint essentially the

same way. The paint flows through a central hole with a needle in it. The needle is there as a valve to stop the flow when the trigger is released, and to regulate the amount of paint coming out of the hole. As the paint exits the hole, it is bombarded with several air streams which break it up (atomize) into fine droplets and propel it toward the surface being painted. These air streams come from tiny orifices (orifi?) arrayed around the paint outlet.

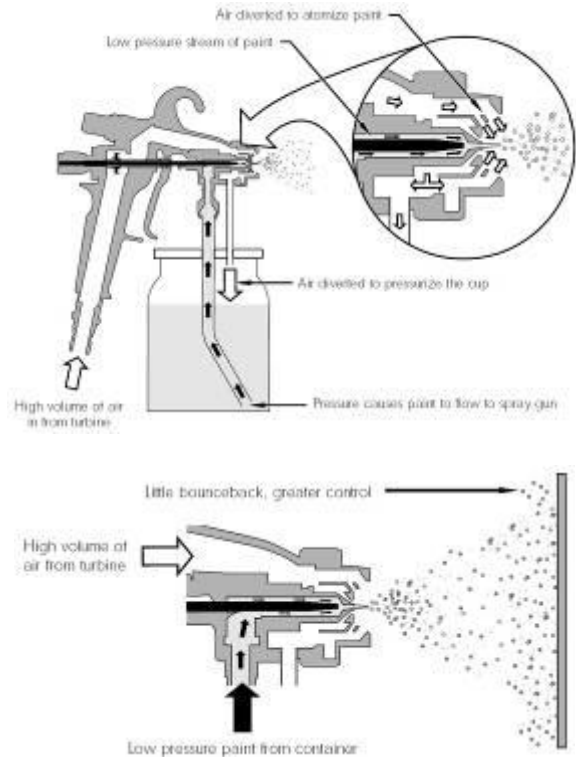


Harbor Freight 43430 HVLP Spray Gun

The high pressure gun shoots a low volume of air at high pressure out of these orifices in the spray cap. Because of the high supply pressure, the air passing through the tiny orifices accelerates to a very high speed. As our friend (one of the) Bernoulli(s) said, the result of this high speed is a pressure around the paint hole substantially below atmospheric. This low pressure “sucks” the paint up the 6 to 8 inches from the supply cup to the spray head (The engineers tell us that the atmospheric pressure in the cup pushes the paint up the tube...whatever). The high speed is necessary to get the low pressure to draw up the paint. The unfortunate result of this high speed is that many of paint droplets hit the surface being painted so hard they literally bounce off, hence the low transfer efficiency. If you have access to a copy of the old Stits Fabric Covering video, you can see **Ray Stits** spraying a wing with a cloud of overspray bouncing off of the wing. I always thought overspray came from stuff that went past the edges and never hit the surface. Careful observation reveals that most overspray actually bounces off of the surface.

In an HVLP spray gun, one of two other mechanisms is used to get the paint to the spray cap. In the Harbor Freight 43430 shown above, the paint flows to the cap by gravity. In guns with the paint cup below the spray cap, part of the pressurized air is diverted to pressurize the paint cup above atmospheric, thus pushing the paint up to the spray cap. The spray cap has many more atomizing jets around the paint hole, such as ten instead of four. Thus, there is a higher volume of air atomizing the paint and propelling it toward the surface. Because of the lower supply pressure, the speed of the air is lower. Atomization

occurs by a lot of slower streams instead of a few faster streams. Because the paint is propelled toward the surface slower, much more of it sticks and much less bounces off. This is the source of the claim that HVLP guns have less overspray. The current Poly Fiber fabric covering video shows **Lynn Zaro** spraying a wing with no perceptible cloud of overspray.



You may have the idea that an HVLP spray gun requires one of these air pumps similar to the HobbyAir 1 that we discussed earlier. One of the advantages of the HVLP system is that a simple centrifugal impeller can produce a large volume of air at sufficiently high pressure to make the spray gun work. If more pressure is needed, more stages can be added. I have seen systems with up to four stage compressors. The output of the first impeller is fed to the input of the next impeller. This is repeated from the second to the third, and the third to the fourth. The result is multiplicative, so if each stage increases the pressure by 20 percent ($\pi_c = 1.2$), the overall pressure increase is 107 percent ($\pi_c = 2.07$) at high volume. Again, since these air pumps are very similar to vacuum cleaners, think how much easier it is to move a vacuum cleaner around than an air compressor. The benefit of the air pump (“turbine”) driven HVLP systems is that if all you need to do is paint, the air pump is cheaper to produce and easier to transport than an air compressor of sufficient size to feed the spray gun.

Then again, what if you already own an air compressor for air drills, rivet guns, pneumatic squeezers, die grinders, and blowing krap off of your EAA Chapter 1000 Standardized Work Tables? Then you can use what is called a “conversion” HVLP spray gun, such as the Harbor Freight 43430. Air is supplied at high pressure and low volumetric flow to the gun. A regulator attached to the base of the gun drops the pressure from line pressure of

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90-120 psi to about 50 psi. Fixed valves (orifices) inside the spray gun further drop the pressure until it is less than 10 psi (according to the spray cap). As the pressure drops, the volume of the air increases. **Robert Boyle** had something to say about that way back in 1662. So by the time the air gets to the key part, the spray cap, it is at the same conditions regardless of how it was initially compressed.

At first blush, the paint cup on the gravity feed spray gun seems to be installed at an odd angle. It's actually a very clever installation, as the paint will flow to the spray cap at orientations from pointed straight down to almost 45 degrees up.

You'd probably have a tough time finding a new high pressure spray gun for sale anywhere today. That's probably not a bad thing. HVLP guns have been developed to the point that they are as good or better than high pressure spray guns with more advantages than disadvantages.

One common trait to both types of guns are the ears on either side of the spray cap. These ears have holes that hit the atomized paint stream with two more large streams of air that take the round stream of paint and spread it out into more of an ellipse in cross section. For painting small things like tube, the round spray pattern is usually better. For painting large areas, the ellipse pattern covers more area quicker. Note that because the ellipse pattern covers a much larger area than the round pattern, to keep the same density of spray (paint per area), the ellipse pattern will use a noticeably larger trigger pull (more paint hole opening) than the round pattern. Failure to remember this when changing patterns will result in an elliptical pattern that doesn't cover or a round pattern that will run faster than **Carl Lewis** in the 100 metres dash.

Air Compressors

Yes, I wrote that in plural. I had an air compressor that had served me very well for riveting and spraying primer. However, when it came to run a pressure sandblaster (subject for another article), I knew that it would be woefully insufficient. The **Houdu** solution to a similar problem was just to buy a mega-mongo humongous air compressor. I didn't really have room for such a compressor. Thinking that I would also need a second air compressor at the "hangar" someday, I decided to just buy a second air compressor similar to the one I already had.

My initial concern was that if I just connected both compressors to a manifold with no check valves preventing backflow that I might end up with some sort of weird instability between the compressors, such as the first one to start would be the only one that ever ran, thus negating the point of the second compressor. As it turned out, the system is stable with no fancy plumbing. The combination runs in one of four modes (note: the regulators at each compressor are set to deliver full pressure to the line):

Mode 1: The airflow demand is small enough that one compressor can supply it. In this case, with two full tanks, the tanks will draw down until the first compressor starts (highest cut-in pressure). That compressor will fill both tanks until reaching cut-off pressure. The air will

flow backwards through the regulator of the compressor not running.

Mode 2: The airflow demand is too much for one compressor, but less than that available from two compressors. In this case, the tank pressures are drawn down until one compressor starts. Because one compressor cannot supply the airflow demand, the pressure in both tanks continues to drop until the second compressor starts. Because the airflow available is now greater than the airflow demand, the tank pressures increase until one compressor cuts off, and the cycle repeats. If the airflow demand is interrupted, then the second compressor may have time to fill its tank and cut off.

Mode 3: The airflow demand is more than two compressors can deliver at cut-in pressure. In this case (seen when using the sandblaster), both compressors draw down and start running. The pressure will continue to drop until reaching some lower pressure where the compressors can keep up with the demand, which may be less than desired for the using tool (in that case, more compressor capacity is required). The compressors will run continuously as long as the demand is continued. In this case, duty cycle on the compressors must be monitored. If I remember correctly, my compressors were rated to run a maximum of 30 minutes per hour.

Mode 4: The regulators at each compressor are set to deliver a pressure below the cut-in pressure. Both compressors run independently, running as their individual tanks decrease to the cut-in pressure. Because the line pressure is lower than the cut-in pressure, the air from the one compressor cannot refill the tank of the other compressor and keep that tank above the cut-in pressure.

- Russ "Erbman" Erb
Reluctant Painter

Recently Seen On Piavis' Web Site...



"Just like everyone else, we needed to try out the new seats. Alex was good enough to help out so he wanted to try them too."

That's at <http://adap.com/rv7/> for those of you who haven't bookmarked that yet.

Project Police on the Road



The well-dressed Kommandant demonstrates textbook *Project Police* Pointing Technique while identifying the location of the barograph suspended by bungees in a Spirit of St. Louis mock-up in the Missouri History Museum in St. Louis MO

Another Influential Airplane

Seeing the picture of Cook Cleland's red and white Super Corsair with the white propeller blade in the October Leading Edge reminded me of its influence on my engineering career. You have read how the Curtiss C-46 Commando kept re-occurring throughout my life. Well, Cook Cleland's Super Corsair did too.



I am not sure which Thompson Trophy Race it was at the Cleveland Air Races in the late 1940's. It was awesome to see Cook Cleland come down the stretch toward the finish pylon with the propeller appearing to slowly turn over, tick, tick, tick and then as he went by with a

rooaarRR!!!

The visual has stayed with me to this day. When we at Bell Helicopter were testing a 25-ft diameter spacecraft recovery rotor in the Ames 40 X 80 Foot Wind Tunnel, I had one of the three blades painted white and the other two black.

The purpose of the wind tunnel test was to prove that we could control the rotational speed of the rotor during high speed axial flight in the high thrust region.

With the wind tunnel high speed limitations, this meant that we would need to have rotational speeds down in the 2 to 4 rpm region where the tachometer could not operate reliably. Therefore we needed to be able to count the revolutions and record time from a stop watch. The white blade made it easy to tell which blade we were watching.

Even now, nearly 60 years later, I find my self wanting to paint one blade of a garden windmill white and the others black.

Airplanes and helicopters; they made it possible for me to find Russ's mother over 53 years ago and be able to put food on the table without me getting an ulcer. I have never regretted going into the "Feast or Famine" aircraft industry.

- **Lee H. Erb**, aka Erb the Elder
EAA Chap 1000 Det 5, Arlington, TX

New Member

Vice Kommandant George "Knife" Gennuso is at it again, proselytizing amongst the diners at Foxy's Landing. It seems that one **Mike Cowan** and his wife **Becky** could not withstand the siren call of the *Project Police* and were thus inducted on the spot by **Vice Kommandant Knife**.

Mike really had no chance of resisting, for he, like **Knife**, is building a Pulsar (Series II), which he has been working on since 1996 (hmmm...like a certain *Bearhawk* we know). He has been a Private Pilot since 1980, and as he says, is "still alive to tell about it." He also has a high performance endorsement (how big of an engine is he putting in that Pulsar?) and "lots" of instrument training.

When not working on the Pulsar, Mike lists his interests as "cars, guitars, airplanes, boats, motorcycles, nearly anything that burns gas and makes noise." I'd like to see his guitar—I can understand the "makes noise" part, but I've never seen a guitar that burns gas.

Let's all encourage him to finish his Pulsar! Maybe he'll actually take the rest of us flying, unlike another Pulsar owner we know...

Next month...

...tune back in to read about an unannounced *Project Police* raid on EAA Chapter 1000 Det 51...

Web Site Update

As of 6 Oct 2007, the hit counter stood at **117707**, for a hit rate of about 16 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

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

Nov 6: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

Dec 4: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

Dec 18: EAA Chapter 1000 Festivus Etc Celebration, time and location to be announced (661) 609-0942

Jan 1(?): EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

Feb 5: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Feb 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

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

Contact our officers by e-mail:

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THE LEADING EDGE

MUROC EAA CHAPTER 1000 NEWSLETTER

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THIS MONTH'S HIGHLIGHTS:

MEETING IN TEHACHAPI 16 OCTOBER 2007

BUSHMAN'S ENGINE TROUBLES RESOLVED

TOMMY THE TEST PILOT RESOLVED

MORE PAINTING WITH THE ERBMAN



The Leader In Recreational Aviation