

# 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	Hellmuth Steinlin	760-963-5445
Secretary	Kent Troxel	661-947-2647
Treasurer	Doug Dodson	661-256-7276
Newsletter Editor	Russ Erb	661-256-3806

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

April 2016

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:



### Cookout with the USAF Academy Cadets

Tuesday, 26 April 2016 (one week later!)

1830 hrs (6:30 PM Civilian Time)

High Cay Partyhaus  
Rosamond, CA

Once again, following chapter procedures, we remind you that one thing we aviators do extremely well is to follow procedures. Referring to the unpublished *Project Police Secret Need To Know* checklist (as amended), in April we host the visiting cadets from the US Air Force Academy. You've seen this before—the cadets are here as part of their Flight Test Course (where they secretly hope to learn enough to eventually become like the **Kommandant** or **Opie**) so they can fly a high performance jet sortie with TPS to collect data for their final report.

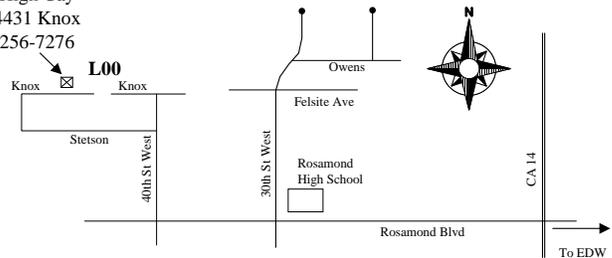
Of course, we use this as an excuse to get together for another scrumptious grilled dinner from our own **Master Grillmeister**. This semester's celebration will be the final cadet shindig at the **High Cay Partyhaus**. You won't want to miss that. **Gail Dodson** returns to her position in charge of logistics with her able deputy **Tuki**. Grilling will be the responsibility of **Master Grillmeisters Knife** and **Cobra**. As for beer procurement, **Opie** promises the keg will be properly stocked, or a suitable substitute provided.

**Take note: This meeting is one week later than usual** to accommodate the cadets' travel schedule. Did you catch that? **One Week Later!** Complaints may be filed with the program director, who will probably feign ignorance of what you're talking about.

While you're enjoying your masterfully prepared **Project Police Burger**, be sure to engage the cadets in some conversation. I know we're all introverted engineers, which means we look at our shoes while talking to someone. The extroverted ones in the bunch will look at the other person's shoes. It's easy to start—simply ask the cadets a broad question like "Where is your first assignment?" or "What mission did you have to design for in your Aircraft Design course?" My personal favorite is "What is the latest stupid rule to come down?" Trust me, there is always something.

Following dinner will be tours for the cadets of the **Combat Bearhawk** and possibly the **Glamorous Glasair** and **Twinkie**. Also available is a chance to inspect **Joe Ford's Rocket** project. It's not quite ready for you to sit in and make airplane noises, but it's closer than it has ever been before. You're welcome to come along on those as well.

High Cay  
4431 Knox  
256-7276



- Erbman  
For the Vice Kommandant

## HEY DVES DELINQUENTS!!!

You're being cut off!



Yep, this is your last newsletter. You can, of course, still avert this disaster by forwarding your dues check (\$20) in accordance with the directions on the last page.

You'll know you're on the bubble if you received an e-mail from Evil

ONE WEEK LATER!!!

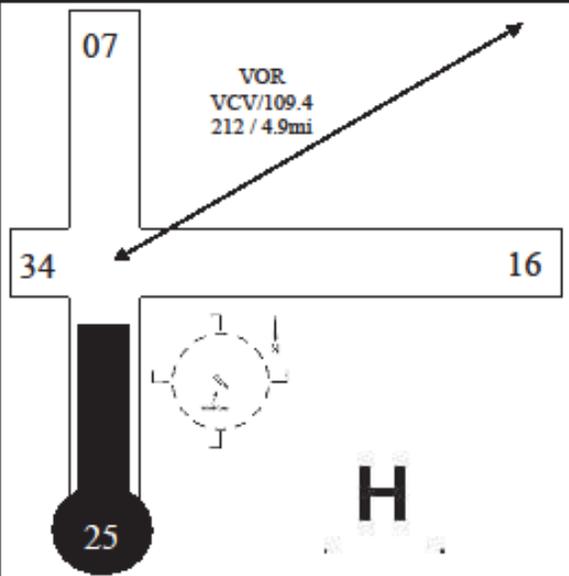
# Adelanto Adventure 2016



## 52CL

### Live With Your Plane

- 360 Flying Days A Year
- [www.adelantoairport.com](http://www.adelantoairport.com)
- Gated Community
- 501.(c)(4) Non Profit
- Historic Planes



### FLY-IN \* DRIVE-IN

8am-noon

## APRIL 30, 2016

Pancake Breakfast

9175 Poppy Road, Adelanto, CA 92301  
(760) 963-3207 CTAF122.9

**Project Police Tactical Assault Force now forming!  
Join the excitement!**

Editor Zurg telling you that you are delinquent, assuming he eventually gets to it.

This is the last time we'll remind you. You're on your own now.

### Adelanto Adventure 2016!!

In keeping with current *Project Police* standards, a *Project Police Tactical Assault Force* is being formed to execute **Operation Adelanto Adventure 2016**. Sign-ups are being taken now ([erbman@pobox.com](mailto:erbman@pobox.com)), or show up on your own and link-up with the *PPTAF* at the target location, **Adelanto Residential Airpark (52CL)**. Fly your own airplane, request a seat in a fellow *Project Police Aerial Assault Vehicle*, or drive your car. Do what you have to to be there!

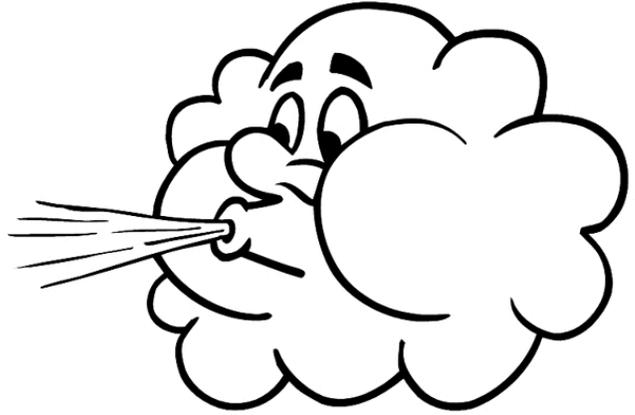
The date is **30 April 2016** from 0800-1200. There will be a Pancake Breakfast, and 4 hours should be plenty for us to eat up whatever they have. You can call 760-963-3207 for more info. Use the password "swordfish".



Adelanto Adventure 2012 in front of Hellmuth's newly completed hangar



Reception Party at Adelanto Adventure 2013. The *Combat Bearhawk* is sporting its newly painted wheel pants



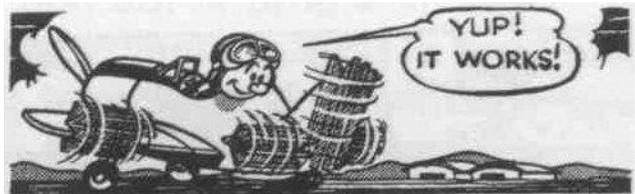
Adelanto Adventure 2014 was blown out by high winds. Then again, so was the 2014 Chapter 1000 Airport Barbecue



Adelanto Adventure 2015 was also blown out by high winds, but Kommandant Aldrich skillfully transitioned the Aerial Assault Force into a Ground Assault Force



See if this authentic 1927 Swallow, designed by Matty Laird, is reassembled for flight





**Practice your screaming with Emmy!**



**See very old pictures of a very young Hellmuth!**



**Enter Hellmuth's secret lair!**



**Make unnecessary comments about the obvious!**



**Point out safety hazards with the Junior Project Police!**



**Be a champion with this 1946 Aeronca Champion!**

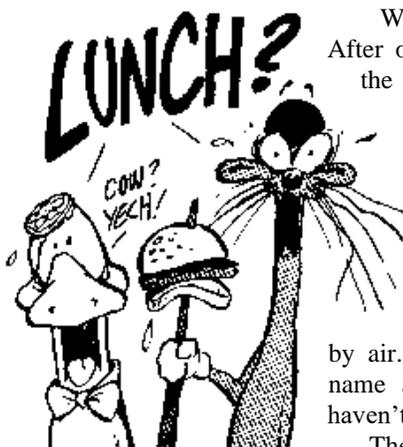
You don't need to have your own airplane to participate. Just contact **Erbman** ([erbman@pobox.com](mailto:erbman@pobox.com)) and tell him that you would like to participate. He will try to arrange a seat for you in one of the planes that is going. If you are planning to fly your airplane to this event, please notify **Erbman**, especially if you have empty seats. If conditions are not suitable for flying, expect to mount a ground assault.



52CL has two runways, one East-West and one North-South. The eastern half of the East-West runway is paved, and the rest are dirt. You can land heading west on the pavement and roll off into the dirt if necessary, but I don't recommend landing to the east on the pavement. That makes for a rather short runway with no overrun. CTAF is 122.9. Watch out for the KVCV Class D airspace.

**Hellmuth's** place is just north of the east end of the East-West runway.

**Twenty-Fifth Annual Project Police Airport Barbecue 21 May 2016 at Rosamond Skypark**



We finally made it! After only 24 years (check the math yourself) EAA Chapter 1000 has made it to the 25th Annual **Project Police Airport Barbecue**. It's not officially a Fly-In, but you can certainly get there by air. You can probably name a lot of things that haven't lasted that long.

The big event will happen at the **High Cay Partyhaus on Rosamond Skypark** for presumably the last time. Hosting will be **Ridley and Kranz**, along with **Opie's Glasair II-S FT**.

Clear your calendar now! More details next month.

**Last Month's Meeting**

**EAA Chapter 1000**

USAF Test Pilot School  
MOL Room  
Edwards AFB, CA  
15 March 2016  
**Gary Aldrich**, Presiding

The March meeting was held at the USAF Test Pilot School MOL Room Edwards AFB, CA with 7 members in attendance. Standard pre-meeting rations of chips and salsa, home-made chocolate chip cookies (C<sup>3</sup>'s) and soda courtesy of **Schmoozemistress Tuki**.

Our featured speaker was **Sam Bousfield**, creator of the **Samson Switchblade** multi-mode vehicle (MMV). The meeting was conducted via **FUZE**, a new-fangled video technology that almost worked.



The **Switchblade** is a two-person, three-wheeled flying/driving machine featuring an extendable tail and retractable wings which pivot from amidships. For road purposes, it is classified as a motorcycle rather than a car. It features a self-dampening torsion bar suspension, carbon-fiber shell and wings and is powered by a Motus MV4 motorcycle engine of 160 HP. Top speed is expected to be 152 kts, with a cruise of 135 kts, stall speed of 58 kts,

and a range of 350 miles. Cockpit instrumentation will accommodate either a Garmin G#X or Dynon Skyview. A ballistic parachute recovery system (ala Cirrus) is included.

The Switchblade is 20 feet long, about the size of a Honda Accord, with a 27 foot wingspan. Max Gross Weight of 1750 lbs and a Useful Load of 544 lbs.

The vehicle is scheduled to fly by late summer. Kit prices are projected to be in the \$130K range including engine, prop and avionics, with a 3 week build time. Kit availability is projected for 2018.



Sam and the Switchblade will be a feature article in the Smithsonian Magazine in May. Additional information available on Sam's website at [www.SamsonSky.com](http://www.SamsonSky.com).

Sam's video image evaporated into ethereal haze as the FUZE videoconference terminated. The usual treating of the guest to a sumptuous meal at the **Burger King Dead Cow Emporium** was dispensed with as no guest was to be had.

Prior to the **Kommandant's** declaration of "**Victory!**", **Hellmuth** reminded us and invited everyone to attend the annual **52CL** fly-in on 30 April, winds permitting.

Most of this is true.

**- Kent Troxel**

Minister of Propoganda  
Chapter 1000 of the Experimental Aircraft Association of these United States of America and Occupied Territories  
*"We have more zeroes in our chapter than any other!"*

**Kommandant's Korner**

With the opening of **Sun n' Fun** the Summer flying season can be considered officially open! Of course, we "left coast" flyers have been enjoying some decent



flying weather already this Spring. A merciful break in the El Nino-driven parade of winter storms two weekends ago permitted the first flight of the re-engined **Skywagon** out of the Antelope Valley. **Mrs. Kommandant** and I ventured to Napa County Airport (KAPC) to effect a rendezvous with family. My brother and sister-in-law (SIL), **Lary** and **Lori** flew out from Delaware to join us...but primarily to see their daughter and son-in-law

(SIL?), **Brooke** and **Eric Enslin**, who had defected from the frozen Eastern seaboard to accept employment in the Bay area; she as a caretaker and "interspecies communication" worker for **Koko the Gorilla** ([www.koko.org](http://www.koko.org)) and he as a Google programmer.

We were also fortunate to include in the group **Debra** and **Mike** who made the short drive from San Rafael, and **Rachel** and **Greg** who made the long drive from Humboldt. The short weekend dictated careful planning to fit in the most family interaction against a backdrop of the beautiful Spring blooms in wine country. Both **Attila-the-tourguide** (Anne) and **Atilla, Jr.** (Debra) were up to the task as we struck out on our mission to taste the fruits of this beautiful part of the country. Debra, using her formidable connections in the wine industry of the area arranged deluxe tours and tastings at three wineries on Saturday followed by a sumptuous meal for 10 at the **Goose and Gander** restaurant in St. Helena ([www.goosegander.com](http://www.goosegander.com)). The wine was awesome, as usual, at **Alpha Omega** ([www.aowinery.com](http://www.aowinery.com)), **Freemark Abbey** ([www.freemarkabbey.com](http://www.freemarkabbey.com)), and the **Dutch Henry Winery** ([www.dutchhenry.com](http://www.dutchhenry.com)) and I enjoyed an unusual but delicious meal of grilled sturgeon at the restaurant. My brother's rental car trunk also began to fill with examples of many of the wines we tasted.

Sunday, the **Coits** and **Charests** had to return home...and the remaining family members were recovering from the previous day's tastings. We booked passage on the **Napa Valley Wine Train** ([www.winetrain.com](http://www.winetrain.com)) to take a leisurely ride in luxurious restored Pullman cars of 1920s vintage along the famous wine trail. This rail line was actually built by a local vintner expressly to bring tourists to the region when the Napa Valley roads were pretty primitive. As we rumbled slowly past the famous wineries along Route 29 we sampled a bit more of the local wine and enjoyed a first class meal in the dining car. I think I've reported on this neat experience in these pages before. Do put this on your agenda if you are ever in the Napa Valley. The afternoon was spent touring a re-creation of a Tuscan castle. Yup, **Castello di Amorosa** is an authentic, full-scale Italian castle built in the last 20 years by one of the brothers of the famous **V. Sattui** wine family. He imported Italian craftsman AND original building materials (to include the stone) for authenticity. This is another must-see attraction...even if you don't participate in the wine tasting in one of the tunnels beneath the fortress ([www.castellodiamorosa.com](http://www.castellodiamorosa.com)).

Alas, the weekend was soon over and on Monday morning **Anne** and I prevailed on **Lary** and **Lori** to take us back to the airport and the **Fightin' Skywagon**. The original plan was for the other Aldriches to take an early morning balloon ride over Napa while Anne and I took a leisurely breakfast and mid-morning Uber ride to the airport. However, I had been watching the weather trends all weekend and was disturbed to find that the weather-gods were increasingly anxious to throw some more blustery weather at the Antelope Valley...dictating an early launch to beat the incoming weather system. Thus, the new plan saw us bidding farewell to the East-Coasters about

0630. **Napa Jet Center** presented me with a complimentary bottle of local Merlot for parking there, but since the baggage compartment of the VC-180 was already bursting with our previous days' purchases (and the fact that wine was not that appetizing at 0630) I passed my gift off to **Lary**. Sadly, their balloon ride was cancelled for the 7 knot winds at APC and they repaired back to the hotel for more shut-eye and breakfast.

The strong storm system brought healthy winds with it, fortunately to our advantage. We scooted along among scattered to broken clouds at more than 165 KGS at times. The engine purred smoothly all the way and the tailwinds pushed us into the AV just before 0900. Winds at arrival were 230 at 15 making for an uneventful arrival. Within the next hour or so the winds increased to heinous levels...validating our decision to launch in the pre-dawn hours.

It's good to have the **Skywagon** back in the air and seemingly **Code 1**. We're looking forward to the next aerial adventure and hope that you all can take advantage of the improving weather and longer days to do some aviation-related activities as well. See you at **High Cay** for the semi-annual Cadet burger-burn. Until then...

Fly Safe and Check 6,

- **Gary Aldrich**  
Kommanding

---

### Windows 10 Isn't The Only Upgrade Currently In Season

Yes, it's upgrade season, or at least it has been for a while. Maybe Microsoft has sent heavy-handed men in black suits wearing sunglasses to your door to "persuade" you to upgrade your Windows 7 that was working perfectly to Windows 10 (as Doolittle would say, at least it's free). Maybe you don't like large smart phones and are on your way to the Apple Store to finally trade in your iPhone 5S for an iPhone SE. Or if you're like some of your fellow chapter members, you're ready to scratch that itch and upgrade something on your aerospace contrivance. ADS-B Out seems to be the current popular choice. And why not? When those heavy-handed men get done convincing everyone to upgrade to Windows 10, they're going to come around to remind you that ADS-B Out will be required anywhere a transponder is currently required starting on 1 January 2020. Since you're not the US Air Force, you probably won't get away with the excuse of "We've been so busy fighting the war and RIFing people haven't had a chance to upgrade our avionics."

### Opus Sei's F1 Rocket

Long time members of the **Project Police** will remember **Vince "Opus" Sei**, who is still a member of our illustrious chapter even though he moved to Tucson AZ in 2006. **Opus** received his F1 Rocket kit in June 2003, and confidently announced to all of us that he figured it would

take him about 18 months to complete the build. This announcement was met with widespread jeers and comments about “He’s got so much to learn.” After all, at this point, I had been working on the **Combat Bearhawk** for seven years and was nowhere near completion. **Opie** had been working on the **Glamorous Glasair** for something like 12 years and wasn’t even close.

Well, we were right. It took him 20 months to complete the build. When asked how he did it, he said “I go to work, then I go home and work on the airplane. I have no life.”



**Opus with his F1 Rocket at the EAA Chapter 1000 Fly-In of 2005**



**Opus' original panel in 2005**

His instrument panel at the time was considered very advanced and “state-of-the-art”. As shown in the preceding picture taken in 2005, the panel contained an analog airspeed indicator, altimeter, vertical speed indicator, compass, and g-meter. Two EFISs were installed, a Dynon D-10A and a Blue Mountain Avionics display. Avionics included an Apollo CNX80 (from right before Garmin bought it and made it the GNS480, and then discontinued it a few years later), an Apollo SL40 com radio (again, right before Garmin bought it out), and a buried transponder, controlled through the CNX80. Engine management was through a Vision Microsystems

color VM1000 (shortly before they went out of business). A Trutrak autopilot and a two-place intercom system were installed.

Fast forward to 2016 a couple of months ago when **Opus** calls me at work to ask a question about Pitot-static testing. Having known of **Opus'** frustration with Blue Mountain Avionics and their tendency to release buggy software and wait for customers to send in their bug reports, I always wondered what he did with that instrument when the company went belly up. I asked him about that and he laughed in his inimitable way that the Blue Mountain was long gone and he was on the fourth (!) iteration of his panel. When he says fourth, he means not just an instrument change but the fourth piece of sheet metal to occupy that spot.



**Opus' panel as of 2015 (complete with hairy legs)**

Let’s start off by listing what has NOT changed. The Dynon D-10A is still there, but has moved to a backup role. The avionics still include the CNX80 and SL40. The two-place intercom is still in use but has moved.

What’s different? All of the analog gauges are gone. The Blue Mountain EFIS is long gone, replaced with two Dynon Skyview screens. The transponder has come back to the panel, being replaced with a Garmin GTX330ES to satisfy the ADS-B Out requirement. The VM1000 and Trutrak autopilot are both gone, their functionality being absorbed into the Skyview system. The autopilot controls moved to the glareshield, much like a modern transport Flight Management System (FMS). A few additional switches made their way onto the panel.

Opus claims to have been the first in the chapter with ADS-B Out, having found a way to wire the CNX80 to the transponder to trick it into thinking it was a valid position source long before Garmin actually updated the CNX80 (GNS480) software to make that possible.

**You’d think with such a fast airplane that he would bring it to the Airport Barbecue on 21 May 2016 at Rosamond Skypark.** We can certainly find him a place to bunk overnight if he so desired.

### The Kommandant's *Fightin' Skywagon*

The **Kommandant** has been known for a long time to be carrying on a somewhat continual upgrade program for the VC-180 *Fightin' Skywagon*. Years ago he solved the problem of vacuum pump failures by executing the "Electric Skywagon" mod, where all of the vacuum system was removed and the gyros were replaced with electrically driven gyros with appropriate backups.

Recently he "overhauled" the Continental Somnambulator and appears to be noticing improved performance. Then again, that falls more under maintenance than upgrades.

The **Kommandant**, a verified carrier of *Gadgetosis Nervosa*, couldn't resist the siren call of ADS-B a couple of years ago. However, his path to NextGen participation was shorter than for the rest of us. The *Fightin' Skywagon* had long been equipped with a Garmin GNS530 navigator and GTX330 transponder. With this setup, the *Fightin' Skywagon* was capable of displaying TIS-A traffic, a Mode S system which had been only partially developed and implemented, stunted by the decision to build NextGen and ADS-B.

ADS-B requires the precision of a WAAS capable GPS, and a few years ago the GNS530 came out of the panel and went to the shop to become a GNS530W. One conspiracy theory is that this was accomplished by removing the Garmin designed GPS board and replacing it with the GPS board from a CNX80. The theory goes on to state that the reason that Garmin bought out Apollo/UPSat was to get the WAAS technology of the CNX80, which had always been WAAS capable.

The other part of the upgrade was to pull out the transponder and send it in to be modified to add the "extended squitter" (whatever a "squitter" is) capability to broadcast the ADS-B data. Doing so changed its designation to GTX330ES.

And you would think that would be that...but it wasn't. In his usual "early adopter" mode, the **Kommandant** had upgraded his hardware before the software was really ready. After suffering through several software updates, he finally got the system working and we can all see where the *Fightin' Skywagon* is at any time.

As for ADS-B In, the **Kommandant** chose to continue with the all-Garmin solution. Reception of ADS-B In is with a Garmin GDL-39, wired in for ship's power and with a remote antenna. Traffic and weather are displayed on the Garmin aera® 796, and can also be shown on his iPad mini in the Garmin Pilot app via Bluetooth®.

The **Kommandant** sent an e-mail to [9-AWA-AFS-300-ADSB-AvionicsCheck@faa.gov](mailto:9-AWA-AFS-300-ADSB-AvionicsCheck@faa.gov) to request an ADS-B Compliance Report. He included his registration number (N2705K), the model of the position source (Garmin GNS-530W), and the model of the transponder (Garmin GTX-330ES). The next day he got a report stating that the *Skywagon* passed its ADS-B physical.

### Glamorous *Glasair* ADS-B Upgrade

**Opie** has also decided he was ready to get on the ADS-B Out bandwagon. Here is a picture of the *Glasair* instrument panel (or lack of instrument panel) during the upgrade.



**Opie** writes "It looks worse than it is. I built the panel in a very modular fashion. I can remove it to the state you see here in about 2 hours. This was necessary because it isn't practical to access anything back there via the floor or glareshield as in most airplanes. It goes back together in about 4 hours but this is not including modifications, only re-installation.

I am removing a Garmin GTX 327 (for sale) and installing a King KT-74. This is basically a Trig design with a King faceplate. It is 1090 ES, mode S compliant and cheaper than anything Garmin or Avidyne have! The GPS source is my Garmin 530 WAAS.

I am also installing a Freeflight Systems FDL-978-RX. This is a receive only unit that does not have its own position source. It will display traffic on the Garmin 530, and both weather and traffic on ForeFlight via an included Wi-Fi module.

The Garmin 530 has limited capability to display traffic, even with the GDL-88 or the new Garmin transponders (TIS-A standard, 8 targets in an 8 mile cylinder). It can also display weather, but not all of what is available on FIS-B, and the data format is Garmin proprietary. I will get the full TIS-B traffic and FIS-B weather data via ForeFlight however.

Despite the limitations of the Garmin 530, I felt it important to have a panel mount traffic display. The weather can be handheld in my opinion. I don't recall total cost, but I think the avionics were about \$2200 total, and the harness from Approach Fast Stack was about \$500. I did have to remove 3 pins and add 4 pins to the existing Garmin 530 harness. Doing surgery on that inside the aircraft was on the un-fun side of aircraft upgrade. I am spending a fair amount of time routing the wires as if it were new-construction rather than the typical shop practice of clipping old wires and leaving them dead in the bundle and spicing new or just strapping new wires on top of

existing bundles. I am also in no rush since I have another airplane at my disposal.”

**More Options On The Way**

As we go to print...er...e-mail, we were notified of yet another entry in the ADS-B field. Garmin has released its GTX 345 transponder. This is a 1090 MHz Extended Squitter transmitter, and can be ordered with its own WAAS GPS position source if you don't already have one. It receives ADS-B In on both 978 MHz and 1090 MHz, just like the dual-band Stratus 2S. Traffic and weather can be displayed on GTN series displays, GNS series displays, G1000, aera 796 handhelds, and Garmin Pilot or ForeFlight on your iPad. MSRP is currently \$4995. All in the same panel size as a GTX 327 or GTX 330.

**Next Month...**

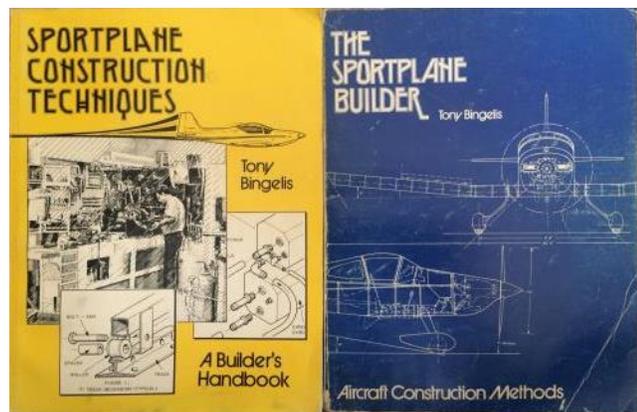
The *Combat Bearhawk* has also recently been upgraded as well. The story of that effort threatened to make this edition of the newsletter much, much too long. Watch for that story in next month's edition of *The Leading Edge*.

- Russ Erb

**Free For The Taking...**

**Kommandant Aldrich** has cleared out what was left of the Chapter Library. What? The Chapter has a library? Well, we did, but it hasn't been seen since TPS moved in 2000 for building renovation. Much of it was obsolete, and that which wasn't is available online to EAA members now.

Two things that we couldn't bring ourselves to throw out are two Bingelis books. You can't build an airplane without these books. It's just not done.



By **Kommandant** Executive Order, these two books are available **FREE** (the pilot's favorite four-letter "F" word) to the first person to contact **Erbman** and claim them. If you can't find Erbman's contact information on this newsletter somewhere, then maybe you shouldn't be building a plane...

Shipping and delivery at your expense.

**When Your Toys Become Museum Pieces**

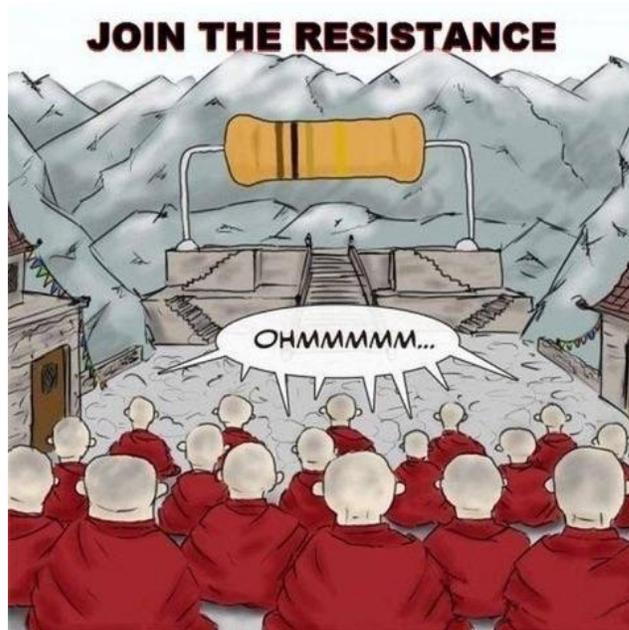


I had this model. Who knows where it is now. This one is on display at the National Air and Space Museum



At the Charles L. Schulz museum, Santa Rosa CA

**From Stormy, EAA Chapter 1000 Det 5**



**Web Site Update**



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**

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

**Apr 26: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942 **One Week Later!**

Apr 30: Annual Adelanto (52CL) Fly-In. Let's all go see Hellmuth! (661) 256-3806

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

**May 17: No EAA Chapter 1000 Monthly Meeting.** Go to the Airport Barbecue on Saturday

**May 21: Twenty Fifth Annual Project Police Airport Barbecue**, Rosamond Skypark (L00), Rosamond CA. (661) 609-0942

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

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

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

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

Jul 25 - 31: EAA AirVenture. Oshkosh WI.

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

**Aug TBD: EAA Chapter 1000 Baseball Meeting.** The Hangar, Lancaster CA. (661) 609-0942

**Sep 20: 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 Hellmuth Steinlin: hellmuthsteinlin@hotmail.com

Secretary Kent Troxel: kenttroxel@sbcglobal.net

Treasurer Doug Dodson: douglas.dodson@pobox.com

Technical Counselor: Doug Dodson: douglas.dodson@pobox.com

**EAA Chapter 1000 Technical Assistants**

<i>Composite Construction</i>		
<b>Doug Dodson</b>	douglas.dodson@pobox.com	661-256-7276
<b>George Gennuso</b>	pulsarl@sbcglobal.net	661-265-0333
<b>Brian Martinez</b>	brianmmartinez@aol.com	661-943-5379
<i>Wood Construction</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<i>Aluminum Sheet Metal Construction</i>		
<b>Bill Irvine</b>	wgirvine@yahoo.com	661-948-9310
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<b>Doug Dodson</b>	douglas.dodson@pobox.com	661-256-7276
<i>Electrical Systems</i>		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
<b>Gary Aldrich</b>	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](mailto: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 SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**

**REGULAR MEETING 26 APR @ HIGH CAY**

**ADELANTO ADVENTURE 2016!**

**UPGRADE SEASON IS HERE**

**AIRPORT BBQ 21 MAY 16**

