

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>

May 2016

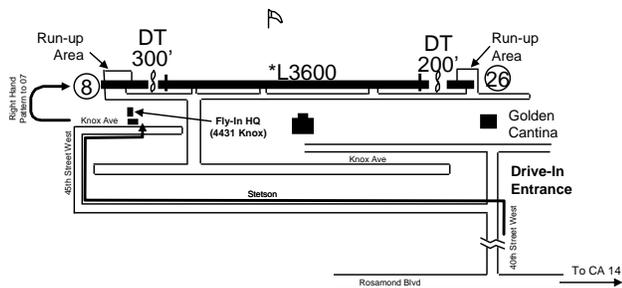
Chapter 1000 meets monthly on the third Tuesday of the month in the USAF Test Pilot School Scobee Auditorium, Edwards AFB, CA at 1700 or 5:00 PM, whichever you prefer. Any changes of meeting venue will be announced in the newsletter. Offer void where prohibited. Your mileage may vary. Open to military and civilian alike.

This Month's Meeting:



Twenty Fifth Annual Project Police Airport Barbecue

Saturday, 21 May 2016
High Cay Partyhaus
4431 Knox
Rosamond, CA



How do you celebrate a silver anniversary? Well, if you are the **Project Police** you throw a party at the airport and invite all of your friends!

Last year the winds subsided enough to have a good turnout of airplanes. The **Kommandant** has been tasked with putting in the request for light winds for this year's event. He was successful last year, so there is no

reason to believe he won't be this year. And if you believe that, you'll believe anything.

Last year we went crazy and changed the menu from the traditional Polish/Italian/Tube Sausage in a Bun to **Tri-Tip Sliders** with salsa, potato salad, cole slaw, pickle spear, soft drink, and (of course) a **Project Police** chocolate chip cookie. Why such a radical change? Well, the "E" in "EAA" is for Experimental, after all. Last year's experiment was deemed a success by anyone who bothered to register an opinion, so there is reason to believe that we'll try it again. Expect the ceremonial fire to be torched around **1000**. NOTAMs will be issued, and NORAD will be notified.

Once again the pre-event activities will include a performance by the Precision Work Bench Relocation Marching Drill Team, the One-Armed Banner Hangers, and the Scottish Banquet Chair and Table Corps. The Spot Landing contest and People's Choice airplane judging will continue to be eliminated due to lack of interest.



Your expert Grillmeister carefully cooks every lunch

The big event will still happen at the **High Cay Partyhaus** at the west end of **Rosamond Skypark (L00)**, so you can still fly in if you so choose. Don't miss it, as this will be the final event at **High Cay**. Who knows what we'll do next year? As always, you can get there by flying, driving, walking, bicycling, or any other form of transportation you deem appropriate. Just be there! Aloha.



“Knife, I know you’re a Master Grillmeister and all that, but I can make you better!”



“What you need is some instrumentation. We just poke this probe into the meat...”



“...and you read the temperature of the meat wirelessly on my phone. Yep, there’s an app for that.”



“Heh! Heh! Heh! The perfect piece of meat! <maniacal laugh>



How many engineers does it take to assemble a meat slicer? Apparently a minimum of three...



The assembled masses were happy and well fed



Last Month's Meeting

EAA Chapter 1000

High Cay Estate

Rosamond, CA

26 April 2016

Gary Aldrich, Presiding

For perhaps the last time, **Doug** and **Gail Dodson** opened their **High Cay** estate on beautiful Rosamond SkyPark as the locale for the April meeting to host **LtCol Kyle Kolsti** and 8 visiting **Air Force Academy cadets** from the Aeronautical Engineering 456 course. Doug and Gail will be departing California for Texas this summer and will be greatly missed.

Chapter 1000 is pleased to feed and water the visiting cadets twice a year. **Grillmeister George "Knife" Gennuso** who normally officiates over the grill was elsewhere attending to family matters. The **Kommandant** manned the grill and commenced burning the cheeseburgers until the **Übergrillmeister** arrived (that would be me).

Cadets were afforded the usual tours of Doug's **Glamorous Glasair II**, **"Twinkie" Twin Comanche**, **Joe Ford's Rocket** project, and **Russ Erb's Combat Bearhawk**.

The same old lame jokes were repeated, well-embellished stories were sworn as truth, and out-right lies were asserted as fact with straight faces, no less. The cadets were gracious enough to laugh, ooh and ahh and bow in reverence at the appropriate time, all in the name of free food and beer.

I made the observation that this group of cadets appeared to be "lightweights" as most partook of only one burger, not the usual two (or more). However, the Kommandant pointed out that he had already served the first round before I arrived. And so my faith in our future generation of warriors was restored.

Good times were had by all, a process that we'll do again in about 6 months.

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

When last we left the adventures of the **Fightin' Skywagon** she had executed a critical re-supply mission to Napa valley. Wine supplies at the



Kommandant's Kwarters were at an unprecedented low level. The cavernous hold of the VC-180 swallowed up

sufficient quantities of fermented and aged grape juice to weather the expected onslaught of family and friends for the annual Passover Seder dinner. Having satisfied her duties, she has remained idle in Hangar 703 except for a local excursion in search of less expensive fuel. That series of short flights included stops at Rosamond (L00) and Mountain Valley (L94); the first for fuel and the latter for lunch. The mission was also a functional check flight (FCF) of sorts to verify proper installation of a new propeller control cable. The new control from McFarlane Aviation replaced what was most certainly the one that Cessna technicians installed on the Wichita assembly line in 1979. The McFarlane unit is a highly engineered item allowing for very precise control of prop RPM...and it sports the now-standard blue knob color that all the cool airplanes have. The newly constructed Continental continues to hum smoothly along and I'm hoping to put another hour or so on it before changing from the break-in mineral oil to my normal lubricant (AeroShell 15w50).

While I have little to report in the way of personal aviation, **Mrs. Kommandant** and I did take the opportunity this last week, while in San Diego, to visit a significant piece of aviation history, the **USS Midway (CV-41)**. The Midway served from September 1945 to April 1992, an unprecedented run. As lead ship of her class, she outlived her two siblings as well as four ships of the subsequent Essex and Saipan class. She participated in Cold War operations as well as supporting the Vietnam War and was the flagship for Operation Desert Storm. Her air wing logged both the first MiG kills of Vietnam and the last air-to-air victory in that conflict. Interestingly, she was built originally with a straight deck, ala WWII classes of carriers. Subsequently, she underwent a couple of major modifications to add larger elevators and the angled flight deck now common on carriers.



Midway is now berthed at Broadway Pier in downtown San Diego. She has been meticulously restored and maintained by a fleet of volunteers and offers

extensive tours of spaces above and below the flight deck. Unlike New York City's **USS Intrepid (CV-11)**, whose flight deck is host to such diverse artifacts as the SR-71 and the Space Shuttle Enterprise, Midway's hangar and flight decks display the wide variety of aircraft that actually served aboard the carrier. One can easily spend a half day exploring the old warship...a good entertainment value in pricey San Diego (especially with the 50 percent discount afforded to military retirees). I was very interested in exploring the decks below the hangar deck. As a TPS student in 1982 I had the opportunity to spend 24 hours on the **USS Constellation (CV-64)** as she conducted carrier qualification flights off the coast of SoCal. However, my guide and fellow Class 82A'er (**LT Rick "Needles" Neidlinger**) refused to take us below the hangar deck, saying "Airedales" (aviators) were not welcome in the ship's-company spaces. On Midway we were able to visit the engine room, crew quarters and messing facilities, sick bay, brig, well, you get the idea. One interesting find on the hangar deck was an ancestor of the **Fightin' Skywagon! A Cessna O-1 Bird Dog** in the markings of the South Vietnam Air Force (VNAF) is suspended from the ceiling. As the story goes, a similar aircraft arrived overhead the Midway on 29 April 1975 while the carrier was supporting Operation Frequent Wind. This operation was the less-than-glorious evacuation of friendly personnel and aircraft during the fall of Saigon. The pilot of the Bird Dog dropped a message on the deck requesting they clear enough space for him to land. The deck was littered with VNAF helicopters who had escaped the advancing North Vietnamese. After a spotter reported that the little two-place aircraft held at least four people, the Captain quickly ordered the arresting cables to be derigged and the deck cleared of helicopters. This resulted in the famous film and photos of serviceable UH-1 "Hueys" being pushed over the edge of the deck into the sea. After a single bounce (damn Cessna "Prong-o-matic" landing gear) the O-1 came to a halt abeam the carrier's island and Major Buang and his family were welcomed aboard by cheering sailors. The attendant signage proudly refers to the Bird Dog as Midway's most important visitor. (See <https://youtu.be/MUhUPvInYOU>)

I would hope you would have an opportunity to visit this piece of living history. Besides Midway, there are also a host of other ships, from 19th century traders to Russian cold-war era submarines. You could pretty easily visit these museums by general aviation. While Lindbergh Field (KSAN) is a short cab ride away, a better spot to land our kind of airplanes would be Montgomery Field (KMYF) or Gillespie Field (KSEE). A crew car loaner or rental car ride would only take 20-30 minutes...traffic permitting.

Looking forward to another fun Chapter 1000 BBQ at High Cay...see you there.

Fly Safe and Check 6

- **Gary Aldrich**
Kommanding



Mrs. Kommandant jailed after admitting she is an Air Force Spouse



Anne relaxes in the spacious crew berthing area



Pointing out (Chapter 1000-style) the bomb "trapeze" mechanism on the SBD Dauntless



The Ship's Inertial Navigation System (SINS), precursor to GPS



Full speed ahead, Aye Aye!



Bird Dog to freedom

Windows 10 Isn't The Only Upgrade Currently In Season (continued)

Combat Bearhawk Avionics Upgrade

For two months from mid-December 2015 to mid-February 2016 the *Combat Bearhawk* was down for a major avionics upgrade. The primary driver for this was the decision to implement ADS-B Out, and the rest of the upgrades were ones that had been deferred until such time as there was good reason to down the airplane and open it up.

I decided it was time to install ADS-B Out because I wanted as much traffic information as I could get. I have been convinced over the years that when it came to “see and avoid” I wasn’t as good as “seeing” as I would like to be. Controllers would call out traffic I would never find. Other people on the same aircraft as me would see traffic I could never find. I had flown from here to North Carolina, Oshkosh, and back and never seen another airplane outside of a traffic pattern, even though I suspect they were there. Add to that I probably don’t scan the sky as often as I should.

The FAA is quick to point out that TIS-B traffic is not perfect and pilots are still expected to look out the window. Agreed, but having TIS-B is way better than not having it. I bought a Stratus 2S dual band ADS-B In receiver, but that was not the complete answer. Sources abound on the interwebs that describe the peculiar way that the FIS-B and TIS-B systems are designed. FIS-B (the weather data) is transmitted continuously at intervals from the ADS-B towers that have sprouted up all over the country (our nearest one is at Mojave Airport (KMHV)). That’s fine, and I cancelled my XM Weather subscription that was displayed on the aera@ 510.

However, if you just buy something like a Stratus 2S, the traffic picture you will see will be incomplete. This is almost worse, because sometimes it shows you traffic and sometimes it doesn’t, so there is a significant probability that there is traffic out there that is not being reported. All you know for sure is that there is traffic if it is reported. The Stratus will pick up traffic that are transmitting ADS-B Out. But what about all the rest of the traffic that are just squawking Mode C? The towers will retransmit that data to you, but only “by request”. The “request” is made by squawking your ADS-B Out data. When the tower receives your ADS-B Out squawk, it transmits a traffic picture that is specific to your location. In short, to get the best possible traffic picture from TIS-B, you have to be squawking ADS-B Out. This was my motivation for installing ADS-B Out.

To gain access to the back side of the instrument panel on the **Combat Bearhawk** the glareshield/boot cowl over the panel is removed. To do that, the windshield is removed. This requires removing the fairing at the bottom of the windshield and the wing root fairings. Additionally, the top part of the cowling had to be removed. The lower cowling was also removed for other tasks.



Any ADS-B Out system basically comes in two parts, generically the GPS and the transponder, though some solutions have both in the same box. My GPS position source is a Garmin GNS480, which is a rebranded box of the CNX80 that **Opus** has. The GNS480 has always had WAAS capability, but for years the software did not have the capability to transmit the required message to tell the transponder that it is an acceptable position source. I suspect this is because there was no requirement for such a message back when the CNX80 software was originally written. Garmin had officially stopped developing software for the GNS480, probably because it was no longer offered for sale, but did decide to make one last update to add this capability to be a valid ADS-B position source. This software was released somewhere around June 2015, and in September 2015 I had **Jeff Landon** install it in my unit.

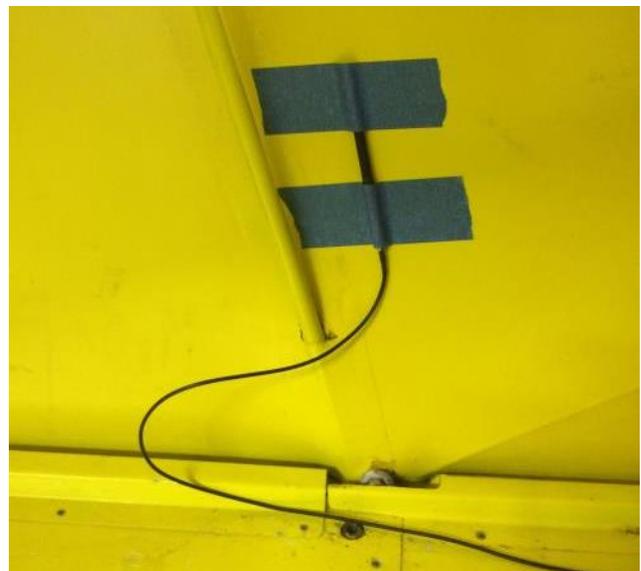
Upgrading the transponder required a bit more work. My previous transponder was a GTX327 and I needed to replace it with a GTX330ES. The faceplates of the GTX327 and GTX330ES are identical (except for the model number) but that's about where the similarities end. Most significantly, the GTX330ES is about 3 inches longer than the GTX327, which meant it needed a new tray. The longer tray also interfered with a support for the radio stack, so that had to be removed. That support also held the manifold blocks for the Pitot and static pressure systems, so those had to be relocated. A new transponder required new cables from Approach Fast Stack. Yea, it's always something.

There were other options that I could have pursued, but I liked this one because it would be the most familiar and it didn't require any new antennas. My fuselage is fabric covered, so every antenna has a special mounting structure built underneath it. Unlike an RV or Cessna, adding a new antenna is not as simple as just drilling a new hole in the skin.

As for ADS-B In, I mounted the aforementioned Stratus 2S under the instrument panel. I wired it into ship's power so that I didn't have to worry about charging the battery. Since it is buried under the panel and the aluminum boot cowl, I mounted an external GPS antenna under the windshield where the XM Weather antenna used to be. Again to get away from the aluminum of the boot cowl, an external ADS-B antenna was mounted next to the fabric skin next to the rear seat. This was also a fairly large open area in the fuselage truss.

I consulted with guru all-things-electronic **Randy "Kanard" Kelly** to ask where the best location to mount the antenna would be. In a testament to the black art of antennas, after some discussion the answer came down to try it somewhere convenient, and if that doesn't work adequately, try it somewhere else. I was also limited by the length of the cable on the antenna which could not be modified.

Before downing the airplane, I had set out to test the antenna location. I was looking for a way to mount the antenna that was quick, cheap, and easy since it would not be permanent. After some noodlin', I came up with the solution shown here—masking tape.



When flying back from Livermore, I noticed that the Stratus was picking up a tower in Fresno 100 nm off the nose, so I figured this location was adequate. The final mount is shown in the next picture. The yellow triangle piece is non-conductive plywood.



The Stratus displays its received information via WiFi link on ForeFlight on my iPad Mini. As **Opie** said last month, traffic information should be displayed on a “panel mount” display, rather than on a device which is stuck away in a pocket somewhere. I agree, and my iPad Mini sits in a mount attached to the panel, and is also wired into ship’s power. The audio output is connected to the audio panel for alerts and tunes.



Another significant upgrade was to add an HS34 interface box to the Dynon D-10As. **Opie** has been trying to convince me to do this for years. His primary reasoning seemed to be that it allows you to set the altimeter setting or heading bug by turning a knob instead of repeatedly mashing buttons. True, but my major motivation was to be able to display VOR and ILS signals on the HSI page of the D-10A. The GNS480 has always had these receivers, and I was led to believe that they would be shown on the D-10A when I originally bought it. However, the serial connection that we used to connect the GNS480 to the D-10A originally only carries GPS data. The VOR data is only output on discrete lines or through the ARINC 429 connection. The HS34 was created to connect to the

ARINC 429 output and convert it to a format useable by the D-10A.

Finding a place to mount the HS34 was a problem solved by another issue that needed to be addressed. The Rocky Mountain Instruments micro-Encoder (seen here under the altimeter) was originally used as the Altitude Encoder source for the transponder Mode C. In the time since the micro-Encoder was purchased, the parent company had gone out of business. Thus, even though it was still working perfectly, if it ever broke there would be no practical avenue to repair it. Thus, the micro-Encoder would be removed and the Altitude Encoder signal would be taken from D-10A #1.



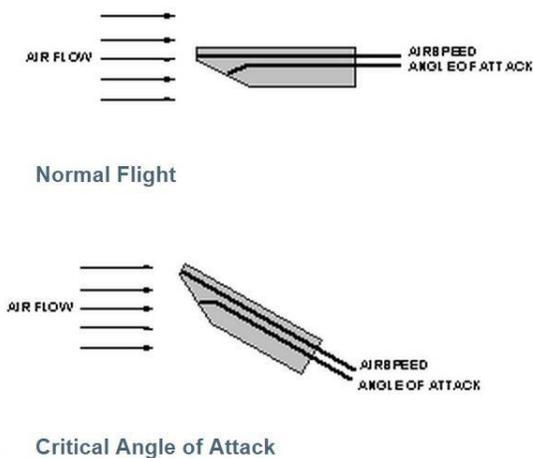
The panel was cut between the empty hole from the micro-Encoder and the blank hole next to it, and a new cover plate was fabricated to hold the HS34.



Wiring the HS34 was a bit challenging, even working with the folks from Approach Fast Stack. I had to learn how to remove and replace several wires in D-Sub and mini D-Sub connectors—challenging when there isn’t a lot of slack to work with. We wired the connection from the GNS480 exactly as shown in the Dynon install manual, but when I tested it, only the GPS signal was there, not the VOR. My contact at Approach Fast Stack called Dynon to ask what was up. They said “Oh, if you want VOR you

need to run these other two wires.” He was not pleased to learn that their instructions were incomplete. It would have been nice to know that when we built the original cable, but the simple fix was to just add the two additional wires.

Since the micro-Encoder was removed, its magnetometer out in the right wing was no longer required. It only weighed maybe half a pound or less, but removal wasn't that difficult and it was the principle of the thing. Access to the magnetometer was by removing the right wing tip. I've removed the same wing tip at every condition inspection with no trouble. This time I seemed to have more problems removing the next-to-last screw. I would later find out that the problem was that it was the last screw. I figured this out about the time I wrestled the screw out and the wing tip fell to the floor. The three Molex connectors separated themselves, but the female BNC connector was ripped off the coax. All of this turned the wing tip such that the first thing that hit the floor was the lens over the aft position light, which shattered. Time for another Aircraft Spruce order. Also, I had plenty of replacement male BNC connectors, but I had used up my supply of female BNC connectors. Time for yet another order.



Dynon's Pitot/AOA probe (from Dynon documentation)

The Dynon D-10As had a provision for displaying Angle of Attack (AOA). Maybe not in actual degrees, but sufficient to show approach to stall. The FAA is currently encouraging aircraft owners to install AOA indicators, so I thought I would try to activate this capability. Dynon's approved method for doing this is to install their Pitot/AOA probe, which is the way **Opie** did it in the **Glamorous Glasair**. This requires a separate static port elsewhere.

The **Combat Bearhawk** already had a Pitot-static tube that worked very well, and I wasn't about to change that. I figured that the answer was to have a port somewhere pointed down at a similar angle to that on the Dynon probe. A port in the leading edge should do the trick. I asked a Dynon rep about this idea at Oshkosh once, and while he didn't say it wouldn't work, he refused to comment on if it would work. I figured that he didn't want to incur liability saying something would work if they hadn't tested it. I could respect that, but this is EXPERIMENTAL aviation and they couldn't stop me from trying it.

I drilled a hole in the leading edge of the left wing out near the wingtip at what was intended to be the same depression angle as on the Dynon probe. Here you can see it between the two mounting screws (ignore the bug spots.)



On the inside you can see a spacer block that was cut out of a thick nylon cutting board. On this was mounted a

static port fitting from the Aircraft Spruce catalog. Permatex #2 was used to seal the gaps between the two pieces. Attached to the static port fitting is the tubing to carry the pressure to the D-10As.

I have flown the aircraft in this configuration, and after doing the Dynon calibration procedure it seems to work. It seems to work about 95% correctly, but the 5% that's odd shouldn't be an issue. It's already making a difference in the way I fly approaches, but that's another article.

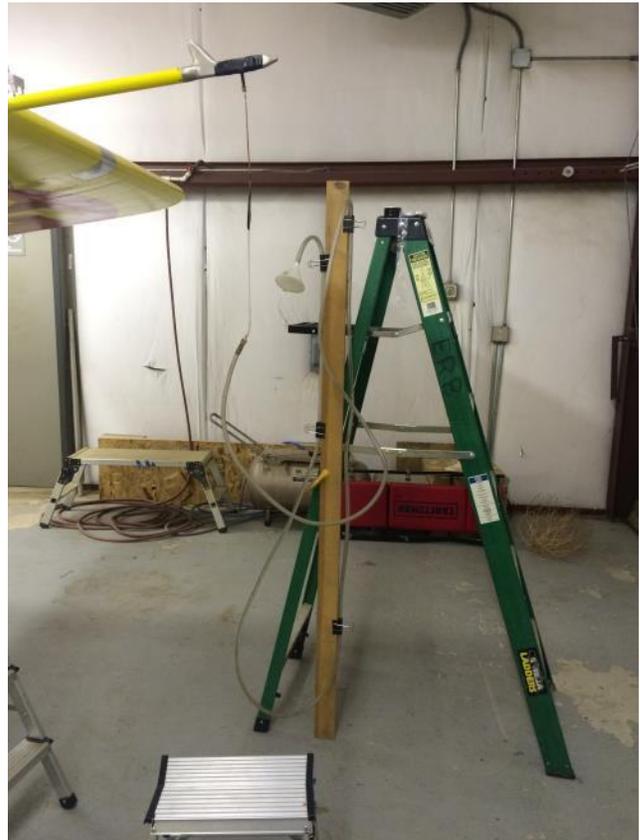
While I had everything opened up I removed the EDM-930 engine monitor and sent it back to the manufacturer. It had been having trouble recording data onto the USB drive, and it was a chance to have them update the software to the current version. As it was, I don't think they could replicate the problem and they said it already had the latest software. Even so, I still got to pay for the service. It's back in and so far is working properly.

I also pulled out the autopilot head and sent it back to the manufacturer again to try to fix a problem where a digit on the display flips while in altitude hold mode. It has done this ever since the first time I sent it back to have a metal box put on the unit to solve a pitch-up problem. The autopilot works perfectly except for this funny display artifact. After they replaced some stuff and tested it and sent it back, I reinstalled it. Guess what? Nothing has changed. I think the issue may be with some other part of the installation. Short of flying the whole airplane to Arkansas, I don't think this is going to get fixed. Since it does everything it is supposed to do, I'm not going to mess with it anymore.

Removing the micro-Encoder and removing and reinstalling the autopilot had opened up the Pitot-static system, so I figured I should reaccomplish the leak check on each part. For the new AOA port, I simply put a piece of electrical tape over the port and attached the tube to a manometer. This didn't check the attachment to the instrument, but it did prove the port installation (which was suspected to be more problematic) was sealed.

Over the years I had played with ideas for a way to make a noninvasive attachment to my Pitot-static tube so that I could prove it was leak free without having to open up any of the joints. My idea centered around using a 1-1/4" bicycle innertube which would just slip over the Pitot-static tube. I used the kind of electrical tape that sticks to itself to seal the ends of the innertube. The Shrader valve core was removed.

My problem for years was finding something that had the same threads as the valve stem to connect to it. Quite by accident I noticed that the extra primer fittings that I had removed from my engine matched perfectly. With a little Permatex #2 to help seal the joint, I had essentially an airtight connection. Other tubes and barbed fittings were used to connect the copper primer tube to the manometer.



I made a similar fitting from another innertube to connect to the Pitot port of the probe.



I found a source on the Internet (so it is obviously correct) that said the standard for an acceptable leak rate was that equivalent to 100 feet per minute of altitude change at a differential pressure of 1000 feet pressure altitude. My checks were not perfectly leak free, but were well less than this maximum. In fact, I'm guessing that the actual leaks were in all of the adaptors between the manometer and the Pitot-static tube.

The brake reservoir has had a slow leak ever since the airplane first flew. By slow, I mean that it took one year for the reservoir to leak from full to empty. I had put a paper towel around the site of the leak to absorb the fluid and refilled it at each condition inspection. Since I had time, I decided to drain the reservoir and disassemble the system to fix the leak. I had assumed that the pipe thread into the reservoir had been bugged up on assembly and I would have to clean the threads or purchase a new brake reservoir. When I disassembled it, the threads at the reservoir connection were absolutely clean and pristine. So clean that there was no evidence that any sort of thread sealant had been applied! Apparently when building I did a test assembly of the system, thinking I would come back later and do a proper assembly with sealant. Instead, several months later I looked at it and assumed I had done a proper assembly. I know I'm not the first one to make this mistake. I reassembled it properly (with sealant), bled the brake system again, and it has shown no leaks to date.

While the cowling was off, I removed the mufflers and sent them to a shop to get the studs put in the heat

muff so that hopefully the cabin heater would be more effective. Now I have to wait until it is cold again to evaluate the difference.



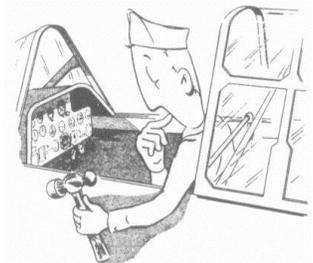
In 2014 I replaced the heater hose to the rear seat because the end of the previous hose had become unusable. Shortly before starting this upgrade I noticed a packing peanut trapped in the hose under the grate at the exit. Apparently it got in there during shipping and never got out. It was removed while the floor was out for wiring.

In the September 2015 edition of this newsletter I reported installing a B-Kool air conditioning unit which I ran off of a battery. While the floor was up to run the wire for the ADS-B antenna, I added a circuit to recharge the cooler battery in-flight.

Having completed all of the intended tasks, I reassembled the airplane by reinstalling the windshield, boot cowl, and cowling. As I was putting in the LAST screw (after which the airplane would be ready to fly) to hold on the nose bowl, the screw went in but couldn't find the nut plate. Some investigation revealed that the nut plate was only being held on by one rivet instead of two. Thinking that one rivet had somehow sheared off, I removed the nose bowl. As I tried to drill out the broken rivet, I found that I wasn't drilling through aluminum but through filler material! Apparently that rivet had never been installed!

Finally everything was back together, and after some testing and fiddling with the software settings everything was working exactly as expected (except the autopilot problem, which will not be pursued further). Since the transponder was new, I took it to **Jeff Landon** for the required §91.143 certification. He reported the ADS-B Out to be functioning properly. I also got a compliance report from 9-AWA-AFS-300-ADSB-AvionicsCheck@faa.gov that stated that my installation was working properly.

- Russ Erb



And If You Have A Certificated Airplane...

(The following article was sent to us by Charlie Becker of EAA HQ with a request to “include the article below in your next chapter newsletter.” Who are we to not grant such a request? – ed)

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

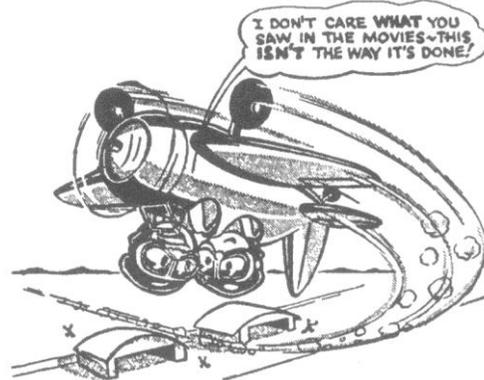
EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon’s EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon’s proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



(When word of this new STC hit the Interwebs, the Kommandant was seen with the phone in one hand and his credit card in the other until he read the part that did not list his beloved Cessna 180. His credit card is currently in a holding pattern, waiting for the promise of the sentence “More aircraft are expected to be added soon.”)



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

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

Sep 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond 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

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

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

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>		
Doug Dodson	douglas.dodson@pobox.com	661-256-7276
George Gennuso	pulsarl@sbcglobal.net	661-265-0333
Brian Martinez	brianmmartinez@aol.com	661-943-5379
<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
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>		
Russ Erb	erbman@pobox.com	661-256-3806
Doug Dodson	douglas.dodson@pobox.com	661-256-7276
<i>Electrical Systems</i>		
Russ Erb	erbman@pobox.com	661-256-3806
<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 SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

AIRPORT BBQ 21 MAY @ HIGH CAY

KOMMANDANT IN THE NAVY

BEARHAWK AVIONICS UPGRADE

EFIS FOR CERTIFIED? OH, MY!

