



# THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

<b>President</b>	<b>Gary Aldrich</b>	<b>661-609-0942</b>
<b>Vice-President</b>	<b>Hellmuth Steinlin</b>	<b>760-963-5445</b>
<b>Secretary</b>	<b>Kent Troxel</b>	<b>661-947-2647</b>
<b>Treasurer</b>	<b>George Gennuso</b>	<b>661-265-0333</b>
<b>Newsletter Editor</b>	<b>Russ Erb</b>	<b>661-754-0524</b>

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

October 2017

*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.*



## Rotax Aircraft Engines

**Bryan Toepfer**

**Operations Manager, Rotax USA**

**Tuesday, 17 October 2017**

**1700 hrs (5:00 PM Civilian Time)**

**USAF Test Pilot School Auditorium**

**Edwards AFB, CA**

In today's aircraft engine market, Lycoming and Continental pretty much own the segment from 150 – 350 horsepower. In the 100 horsepower segment, Continental had the O-200 and Lycoming had the O-235, but these are becoming more rare.

During the 20th century in Austria, a company known as Rotax was developing small motorsports engines. Initially they built two-stroke engines which became very popular in personal watercraft and snowmobiles.

As the ultralight movement grew, these light weight, high power engines became very popular for use in aircraft. Even though the reliability of two-stroke engines was less than stellar (it wasn't a question of if the engine would fail but when), this was an acceptable risk for ultralights because they rarely got out of glide range of the airfield.

Recognizing that there was a market in aviation, Rotax developed a four-stroke engine in the 80 – 100 horsepower range, the now very popular 912 series. This engine is different from your basic Lycoming or Continental in that the cylinders are air cooled, but the cylinder heads are liquid cooled. Additionally, they use a

unique dry oil sump, which leads to the somewhat unusual procedure of "burping" the engine before checking the oil level.

If your primary experience is with Lycomings or Continentals, and you haven't worked with a Rotax engine, then there is probably a lot you think you know about these engines, but you really don't. Fortunately, the **Vice Kommandant** has you covered. He has invited **Bryan Toepfer**, the Operations Manager for Rotax USA to come speak to us. While we don't know for sure exactly what he will talk about, I can pretty much guarantee that you will learn something that you didn't know.

We will follow our usual process, starting at the Test Pilot School in the Rick Husband Lounge with yummy snacks from the **Schmoozemistress**. Then we will proceed in an orderly fashion into the auditorium. After learning as much as we can about Rotax engines, we'll go to the **BK Dead Cow Emporium** where you can ask more questions about your next engine installation! See you there.

- **Erbman**

Subbing for the **Vice Kommandant**

## Last Month's Meeting

**EAA Chapter 1000**

USAF Test Pilot School

Scobee Auditorium

Edwards AFB, CA

12 September 2017

**Gary Aldrich**, Presiding and Presenting

The September meeting started in the usual fashion, with multiple members and guests gathering in the Rick Husband Lounge at TPS. Here the assembled troopers did their best to consume the provided **Tuki Kukis** but were once again less than completely successful due to an excess of **Kukis** and a shortage of troopers. While sipping on the provided Coke/Diet Coke, the troopers also sampled the "Southern Biscuits and Gravy Flavored" potato chips. **Erbman**, a renowned expert on Biscuits and Gravy, was heard to say that "Surprisingly, they taste exactly like biscuits and gravy, even with the right amount of pepper."

After consuming snacks in massive quantities, the assembled troopers moved in a semi-organized formation to the Scobee Auditorium. The remaining snacks were donated to the general welfare of TPS Class 17B.

Noticeable by his absence was Chapter Minister of Propaganda **Kent Troxel**. **Cobra** had cleverly planned his schedule around the expected meeting schedule, and was anticipating spending “Talk Like A Pirate Day” on 19 September at the regularly scheduled meeting with his fellow *Project Police Troopers*. **Arrrr!** What he didn’t anticipate was the **Kommandant’s** questionable decision many years ago to schedule a time-share on the third week of September. Because of this, the meeting was moved forward by one week so that the **Kommandant** could actually be available to speak, since we haven’t figured out the Skype to the auditorium thing yet. As a result, **Cobra** was left imagining what lies might be told from his brother’s couch in Seattle (presumably in Washington, since we couldn’t find reference to a Seattle anywhere else). He did make his displeasure known to the board.

The **Kommandant** spent his time speaking about his recent trip to AirVenture 2017, with fellow crew member **JDIII** providing color commentary. Their stories were engaging and kept the assembled troopers enraptured with amazement. We laughed. We cried. We watched in disbelief. That’s what happens when you are listening to someone who knows someone who knows someone who is a legitimate celebrity, or at least has spent a lot of time in front of network TV cameras.

Unfortunately, nobody bothered to record these stories in any fashion. Therefore, you will now get pictures that the **Kommandant** selected and captions that I made up, thus upholding our editorial standard of “The Events As They May Have Happened.” That’s all you expected anyway.



So we start at the beginning at the entrance. Except that the Brown Arch hasn’t been the entrance for a few decades. As the event grew, the actual entrance moved much farther out. They do still update the year numerals each year. Of interest is that the sign still shows the legacy EAA logo, and that they built it about four letters too short. Look closely, and you probably won’t recognize anyone in this picture.



Even though the gate says “Experimental”, there are still a bunch of companies working to sell certified airplanes. In the background, Diamond Aircraft has mounted a DA-42 on a stick in the colors of their biggest customer, Embry-Riddle. In the foreground, Textron advertises “Free Maintenance For One Year” for new piston aircraft. By my calculations, that runs out just before your first Annual Inspection. How nice.



This is one of the first public appearances of the new Cirrus SF50 single engine jet. The registration database says that it uses a turboprop engine, but the registration number hints that it comes with what our British friends call “reheat”.



Sean D. Tucker’s airshow airplane, which is probably on its way to a museum, since Sean is retiring from extreme aerobatics after this season.



Dave Ronneberg's Berkut, possibly the original prototype. According to the FAA database, it is based at Santa Monica. Hope it has good short field takeoff and landing performance. Behind it is a Rutan Defiant.



Mike Melville's round-the-world Long EZ, normally based at Tehachapi Muni.



JDIII finds an airplane that is older than he is. Actually, it's a 2015 build, but the design is older than him. This version even comes with the traditional Ford Model A powerplant. It's great for authenticity, but not for climb rate or high altitude flight. Fortunately, this one comes from Tennessee, not California.



The Commemorative Air Force Bell P-63 King Cobra is painted up in an NACA paint scheme. Back during "the war", fighter pilots and gunners tended to shoot at anything they didn't recognize, so one way to guard against friendly fire was to paint "TEST" as big as possible on the side of the fuselage. The flight test instrument blind flying hood is shown installed.



One of the oddest "new" airplanes at AirVenture was this Boeing YL-15. According to one story, Boeing anticipated a huge drop in demand for B-17s and B-29s with the coming of the end of the war, so they figured they better find something else to build. Field of view forward was okay. Field of view backwards (where you've been) was amazing. Believe it or not, this was a taildragger. Look hard and you can see the tailwheel.



The Kommandant took this picture to suck up to Erbman. This is the first kit-built Bearhawk LSA, built by the kit company owner.



The toughest part about flying is the “Last Mile” problem, namely how to get from the airport to your final destination. While this bike will get you there, it has a bonus benefit of producing more drag, so you get to burn more fuel!



Brian Purdy is still waiting for delivery of his Samson Switchblade, but at least this is encouraging. Samson had this much of the prototype on display. It seems to be still missing some important components, like a powerplant and a tail.



You’re probably familiar with the two-place Luscombe 8, but you’ve probably never seen a single place Luscombe 10. According to Wikipedia, the sole prototype was destroyed, so what is this? Watch *Sport Aviation* for that story.



A Howard 500. This Executive aircraft, intended for business flyers, was created by modifying a Lockheed PV-1 Ventura. Two Pratt & Whitney R-2800 engines (2,500 HP each) pull it along at a cruise speed of 300 KTAS. Max gross weight is 35,000 lbs. They never really caught on because the Beech King Air offered similar performance at about one third the fuel flow.



Apparently the Kommandant paid enough for his watch that the Breitling company was able to buy a DC-3 and fly it all of the way from Switzerland. Wonder if they’re looking for the Vice Kommandant?



Our sister Test Pilot School (Naval TPS) sent their second-coolest aircraft, a DeHavilland NU-1B Otter. Note the Pitot-static probe on the left wing tip and the alpha/beta vanes on the right wing tip.



Straight from the Royal Air Force is their latest airlifter, the Airbus A400M Atlas. It uses turboprops like a C-130, but has swept wings like a C-17. Overall size is somewhere in between those two. The ever-prepared Brits have provided their propellers with 4 blades, plus a complete set of spares.



You've heard the hype about Amazon delivering your stuff by drone. Here is one of the designs they are considering. It's surprisingly large, and comes with the nice destabilizing vertical surfaces up front. No word on what was in the sample box below it.



Scaled Composites brought their high-altitude test bed Proteus. Apparently this aircraft has been flown by Bob "Waldo" Waldmiller with Mike Melville.



A JDIII in his natural habitat—the Seaplane Base



The big story at AirVenture this year was the B-29s. Here is the old girl "Fifi" from the Commemorative Air Force. Note the low-maintenance gray paint color.



The new kid on the block, freshly restored from Wichita Kansas, is "Doc". Doc is the sole survivor from a squadron of seven B-29s, each named for one of the Seven Dwarfs. Somebody spent an awful lot of effort to polish all of the aluminum skins.



**A close-up of Doc's nose art. Note that on the left side of the aircraft, Doc has his left hand raised.**



**There is corresponding nose art on the right side. Note that on the right side, Doc has his right hand raised. Was this a secret plot to annoy those with OCD?**



**The tail end of Doc, complete with the tail bumper and tail gunner station, with the presumably non-functional machine guns.**



**EEZ tasked the Kommandant with getting a picture of Fifi and Doc flying in formation. Since this was the first time they had met, it took several days before that happened. Since the Kommandant left early, he missed it. Therefore he tried to placate us with the upper picture of Fifi and the lower picture of Doc. Use a little imagination and maybe you can convince yourself that this is really one picture.**



**Another big event this year was the 75th anniversary of the Doolittle Raid on Tokyo. While it is known that one B-25 landed in Russia, I'm guessing it did not have this nose art.**



This B-25 is “Barbie III” which the Kommandant has actually flown. He wrote about it in your February 2000 edition of “*The Leading Edge*”. We suggest you go back and re-read it. It’s on your desk near the bottom of that big stack of papers.



Part of the celebration was arranging 16 B-25s as though they were on the deck of the Hornet. Later they demonstrated what the takeoff may have looked like. Here Panchito from the Delaware Aviation Museum takes off to avenge the attack on Pearl Harbor



Another B-25 with its bomb bay doors coming open makes its low pass over Tokyo



General Doolittle is no longer available for appearing at AirVenture, so they brought in the world’s foremost experts on him, namely his grandchildren. On the left is Jonna Doolittle Hoppes, and in the middle is our own JDIII. And for an event of this magnitude, you bring in the world’s greatest aviation interviewer, David Hartman.



David Hartman interviews Dick Cole, the sole surviving Doolittle Raider, on the stage of the Theater In The Woods. Also onstage are Jonna and Jimmy.



Back in 2014, the Air Force Thunderbirds performed at AirVenture. The Navy Blue Angels got their turn this year, with all the same weird restrictions about the larger aerobatic box.



**We all know that Snoopy flies on top of a dog house, but if he flew a Piper Cub, it is reasonable that he would sit on top of it too. Apparently he can check the fuel gauge with his nose.**



**Doug "Opie" Dodson made sure that he got the chapter banner and displayed it proudly in the camp ground.**



**Finally, AirVenture is nothing without the Swine Fest. Hosted by EAA Chapter 439, the pulled pork is amazing and well worth the trip. On the left is JDIII, and on the right is Scott "Stormy" Weathers and his fiancé/wife (depending on whether you're reading this before or after 14 October 2017) Mary. Yes, Stormy took the risk of bringing her to "Woodstock for Airplanes". Fortunately, she decided to still stick with him.**

**- Russ Erb**

Emergency Backup Minister of Propaganda  
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**

Trim is your friend! You may have heard this exhortation from your flight instructor when you were attempting to hold an airspeed or an altitude way back when you were a neophyte aviator. I've uttered those words many times when my student was struggling to multi-task in the airplane and every time he relaxed his death grip on the yoke/stick the airplane climbed or descended as if possessed by some aerial demon.



Of course, some aircraft need more attention to trim than others. Thinking back about 47 years, I don't recall if the mighty PA-11 "Cub Special" required much trim. In fact, I can't remember if it even had pitch trim. I'm sure it didn't have roll or yaw trim (except for a small piece of bent metal on the trailing edge of the rudder). I do remember an object lesson in trim during the latter part of my primary training in the more advanced PA-12 "Super Cruiser". The PA-12 had a somewhat larger speed range and I recall one "maximum performance" landing I did one time that entailed a massive sideslip to the runway. I managed to let the airspeed get away from me and when I kicked out the slip the dangd thing tried to climb back up to pattern altitude (or so it seemed). My instructor, who had taught young WW II Navy pilots to land on carriers remarked that I might have made use of the trim to make the approach by rotating the window-crank-like device on the left cockpit side wall. Other than that instance **Ol' Bill Gill** seemed to eschew trim...preferring the manly option of holding the aircraft on altitude and airspeed by sheer will and 10's of pounds of force in the fore or aft pitch direction.

I didn't really appreciate the potential friendship of trim until I started my instrument training many years later. During that period I was flying a Cessna 172XP out of the Edwards AFB Aero Club. Instrument flying, as you may know, involves a more labor-intensive flying style requiring the pilot to navigate AND communicate AND perform a myriad of cockpit organization duties while aviating. My erstwhile and long suffering instructors, **Bo Kushnir** and **Dave Lazerson** would roll their eyes and chuckle to themselves when I was distracted by some cockpit task and allowed the airplane to depart from its assigned airspeed or altitude when I let go of the yoke.

Since that time, I've come to appreciate trim and its calming effect on aircraft motion. The **Fighting Skywagon** is what some folks call "a trim intensive"

airplane. By that they mean that trim is not only a convenience, but a necessity for safety. The reason for this is the way the trim system is designed. In order to allow a very large span of “trimability” (equating to a large center-of-gravity and/or speed range) the Cessna engineers made the entire horizontal stabilizer adjustable in incidence. This “feature” works well when used correctly, but can bite a pilot in certain circumstances. For instance, during an approach to landing with 30 or 40 degrees of flaps a rapid application of power (as in a “go-around”) can result in pitch forces that an ordinary person may not be able to overcome, resulting in the potential for a pitch up and stall departure with the attendant nastiness of a crash and/or death. Skywagon pilots have learned to advance power in “pieces” during a go-around, accompanied by frantic rotation of the trim wheel to keep the forces under control.

Which leads me to my latest aerial adventure that involved trim...or the lack thereof. **Mrs. Kommandant** and I were winging our way up to far Northern California last weekend to participate in first-daughter Rachel’s 41st birthday celebration. The flight had been smooth and pleasant. As we approached the Eureka area, the characteristic cloud deck appeared below us, obscuring our destination airport (KEKA). I loaded the RNAV (GPS) Rwy 12 approach into the Garmin 530W in anticipation of needing to penetrate the solid undercast. As I began my letdown, I reduced power and rolled the trim wheel forward to hold about 140 KIAS in the descent. It was then that I noticed that, while the trim wheel and trim indicator moved in the expected direction, the forces on the yoke did not change. **Hmmmm**. Further investigation revealed that the trim-actuating chain I could partially see through the console was not moving with movement of the trim wheel. This was somewhat disconcerting, remembering the large contribution the VC-180’s trim system makes to a normal landing.

I elected to slow the airplane to see what speed resulted in zero pitch force and, not unexpectedly, found it to be around 120 KIAS...or normal cruise indicated airspeed at 8500 feet MSL. Continuing to slow with power reduction, the aft pitch forces predictably grew. I contemplated the prospect of making an instrument approach requiring a circle-to-land with a significant amount of force on the yoke...not a pleasant thought. It was then that providence (or perhaps the close relationship I’ve had with the VC-180 over the last 2500 hours) intervened. As we passed abeam the airport, just above the clouds on the way to the initial approach fix, we ran across a large “tear” in the cloud cover over the Humboldt Bay coast that revealed a visual path to the airport! I quickly decided to capitalize on that good fortune and told Seattle Center I would be attempting a visual approach to the field. That would simplify the workload by keeping us out of the clag. Then, I discovered that by using slow and careful application of aft trim command on the trim wheel I could see the trim chain move in the proper direction and I could reduce the force on the yoke to near zero as I slowed to approach speed and deployed the flaps. I don’t know for sure to this day exactly why the trim worked in

one direction but not the other. While that meant any go-around would be exciting, a normal landing would be, well, “normal”. And it was...on roll out after one of my rare “squeaker” landings, I informed **Mrs. Kommandant** of the problem and said we may have a broken airplane. She hadn’t been privy to all my mental gyrations concerning the trim problem...a plan that has worked in my favor before.

After securing the mighty Cessna in the parking area, I used my trusty and ever-present Leatherman to remove the cover from the trim wheel. I discovered that the small roll pin that secured the wheel to the axle that moved the trim chain had sheared...after only 4200+ hours and 38 years...how rude! **Anne**, meanwhile, had checked in with the FBO and learned that there was a mechanic in Humboldt County is bearded) gentlemen named **Kyle** in his office and he provided me with a suitable roll pin to replace the offending device...even loaning me a couple of specialized tools to aid in installation. A few minutes later, the **Fighting Skywagon** was “code one” again and the rest of the weekend was entertaining and enjoyable. The trip home was aided by a nice tailwind and the whole trim episode is just one more “There I was” story. Oh yeah, by the time I had solved the trim issue the airport had gone “LIFR”...about 100 foot ceiling and 1/4 mile visibility....

See you at the next gathering! Until then,  
Fly safe and check six,

- **Gary Aldrich**  
Kommanding

---

## Young Eagles Report

The Tehachapi Airport “Celebration of Flight” was a big success thanks to a surge of volunteer support from the Tehachapi Society of Pilots, Women In Aviation, EAA Chapter 1000 and local EAA volunteer pilots.



In addition to static display aircraft, aircraft tutorials for the kids, and information booths, the Young Eagles Rally was successfully and safely conducted in almost perfect weather conditions.

We had fourteen volunteer aircraft and EAA pilots who arrived early on Saturday morning 9 September 2017 for a safety and coordination briefing.

We had another ten volunteers who provided ground support for dispatching, record keeping, Young Eagle escorts for parents and siblings, and aircraft parking directors.

Due to the enthusiastic turn out of volunteer pilots, the waiting time for each Young Eagle was only about one hour.

The safety briefing started at 07:45 followed by the first Young Eagle dispatch at 08:40 am and first launch at 08:55 am.

We continued flight operations until 1:30 pm when the surface winds and turbulence became excessive.

Our volunteer team successfully used the Tehachapi Airport transient aircraft parking ramp to stage all departures and arrivals.

This central mid-field location worked out well and ensured that all personnel admitted to the flight line were escorted to and from their aircraft.

This allowed lots of photo opportunities for parents to capture some special memories.

We also successfully deconflicted with our colleagues at neighboring Mountain Valley Airport's Glider Port which was concurrently conducting their "Dust Devil Dash" glider event.

The Young Eagle route of flight was approximately 20 minutes around the local Cummings Valley which offered a beautiful view of the mountain countryside around Tehachapi, CA.

The surface winds favored a runway 11 takeoff which with a right downwind departure allowed us to maintain separation from our neighbors at Mountain Valley Airport.

There was occasional transient or local aircraft activity. However, we had no trouble maintaining traffic deconfliction using the CTAF frequency and standard procedures for a "non-towered" airport.

Participants used staggered takeoff times and adjustments in the pre-briefed route to maintain sequencing among ourselves.

In 4 hours and 35 minutes we successfully flew 82 Young Eagles with 63 sorties using 14 different aircraft.

Thanks to all our gracious volunteers who helped inspire our next generation of aviators.

## - Tom "Duke" Wayne

EAA Chapter 1000 Young Eagle Coordinator  
661-733-8825; [twfox2@sbcglobal.net](mailto:twfox2@sbcglobal.net)  
3833 Sourdough Road, Acton, CA 93510

## Multiple Events at KWJF 28 October 2017

If you are looking for some aviation themed events to distract you from the societal pressures of preparing for Halloween and the imminent arrival of the Great Pumpkin, you're in luck!



Starting at 0800, Tom "Duke" Wayne will be hosting a Young Eagles Rally at the Fox transient line. He is expecting about 12 Young Eagles from The Palmdale Aerospace Academy Aviation Club. Considering the other events happening at the airport that day, don't be surprised if there is a large number of additional kids interested in Young Eagles flights. Either way, Duke can use your support, so contact him (see above) to volunteer!

From our friends at the Fox Airport Association (you're all invited):

Your Fox Airport Association will be having our fall Pancake Breakfast on Saturday, Oct 28, in the Barnes Hangar from 0800 to 1030. Please come out and support our semi-annual event with camaraderie and a delicious pancake breakfast for \$5!

The same afternoon, the Rotary Club of Lancaster is holding their annual Wings and Wheels event from 1000 to 1400 in the terminal area. They will be having a chili cook-off, classic cars and aircraft, and delicious hamburgers for sale.

We are not having a formal Airfair this year (will regroup with a revamped event next year). However, we hope to have a good turnout at the airport by having both our organization's events on the same day! Come for breakfast with the Association, then stay to see the cars and aircraft, and have lunch at the W&W. Even though the Fox Association is not having a formal static display this year, you are welcome to fly in for the breakfast (normal air traffic procedures) and stay for the afternoon festivities. If you want to enter the aircraft prize judging for the W&W, please contact Mike Scheall of the Rotary (see flyer). Mike will be coordinating the W&W aircraft in front of the terminal. The entry fee is \$30, and I would encourage you to enter. The odds for the large cash prize are good, and the proceeds go to worthy Rotary charities for veterans and children.

The flyers for both events are attached, with contact info. Please disseminate to your organizations and friends! See you there!

## - Donna Knighton

President, Fox Airport Association

**PANCAKE BREAKFAST**  
SATURDAY, OCTOBER 28TH  
0800 - 1030  
BARNES AVIATION HANGAR  
FOX AIRPORT  
4555 W.AVE G, LANCASTER, CA  
\$5.00 ADULTS  
(\$3 FOR CHILDREN 12 YEARS OR YOUNGER)  
Sponsored by Fox Airport Association  
For info : J Prewitt (661) 9436452  
foxairportassociation@gmail.com

## 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.



Rotary Club of Lancaster presents



# Wings 'N' Wheels Chili CookOff

Saturday, October 28<sup>th</sup>, 2017

10:00a.m. to 2:00p.m.

General William J. Fox Airfield  
Lancaster (Ave. G & 50th St. West)



## Registration Form

\$30<sup>00</sup> registration will be accepted up to and during the event. Register early (before 10/20/17) to earn a Free Event Hat

### Win a \$500<sup>00</sup> CASH PRIZE!

Car Show and Chili Cookoff Registrants entered to win a chance at \$500.00 Cash Prize!  
Chili Cookoff Winner Receives \$100<sup>00</sup> Cash Prize!



**All Proceeds Support Rotary Charities in the Antelope Valley**

This registration is for:  Car  Motorcycle  Plane  Chili Contest

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

Email: \_\_\_\_\_

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

Please make your check payable to: Rotary Club of Lancaster

Please mail this form to: Rotary Club of Lancaster - PO Box 2124, Lancaster, CA 93539

**For More Information, contact:**

Car Show: Larry Rottman (661) 816-4508 or (661) 943-5108 or lkrottman@yahoo.com

Aircraft: Michael Scheall (661) 433-4705 mscheall@gmail.com

Chili Contest: Celia Gray celia.a.gray@gmail.com

Vendors: Gaylene Davila gaylene@qnet.com

sponsored by



or register online at [www.rotaryoflancaster.org](http://www.rotaryoflancaster.org)

**Chapter 1000 Calendar**

Oct 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

**Oct 17: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Nov 14: ~~CNX EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942~~

**Nov 14: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m., Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (661) 609-0942

Dec 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

**Dec 19: EAA Chapter 1000 Festivus Etc Celebration**, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

Jan 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

Feb 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

Mar 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

Apr 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

**Apr 17: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m., Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (661) 609-0942

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, George Gennuso, 3119 Lennox Ct, Palmdale CA 93551. 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 George Gennuso: pulsar1@sbcglobal.net

**EAA Chapter 1000 Technical Assistants**

<i>Composite Construction</i>		
<b>George Gennuso</b>	pulsar1@sbcglobal.net	661-265-0333
<b>Brian Martinez</b>	brianmmartinez@aol.com	661-943-5379
<i>Wood Construction</i>		
<b>Bob Waldmiller</b>	bob@waldmiller.com	661-816-7224
<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
<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 17 OCTOBER 17 @ TPS  
 OSHKOSH REPORT  
 TRIM IS YOUR FRIEND  
 LOTS AT FOX 28 OCTOBER 17**

