

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	George Gennuso	661-265-0333
Newsletter Editor	Russ Erb	661-754-0524

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

May 2020

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 **Virtual** Meeting:



B-17: The Final Mission

Chris Henry

Tuesday, 19 May 2020

1700 hrs (5:00 PM Civilian Time)

Your COVID-19 Defense Bunker

Undisclosed Location, USA

Normally the *Project Police* spend the month of May by getting together and flying our airplanes to some exciting destination. Since all of the exciting destinations are currently closed, we will not be planning any such event. The benefit of not planning the event is that there is no requirement to cancel the event.

By all data collected, last month's virtual meeting was a huge success. Therefore, we will follow the same format this month.

This month's webinar will be found at

<https://www.eaa.org/videos/4069327598001>

"EAA staffer **Chris Henry** will discuss the human side of being a crew member on a B-17 in World War II. Part of his presentation will include his extensive collection of rare photographs, and compelling stories of the veterans who served on B-17 air crews. Chris will also share anecdotes heard firsthand from WWII B-17 veterans who have experienced a ride on EAA's operational B-17G Flying Fortress Aluminum Overcast that tours the country year-round."

Pre-meeting schmoozing and post-meeting dinner remain your responsibility.

Once again, you don't need to worry about contacting **Erbman** to arrange base access because you can't get on the base anyway.

- **Erbman**

Subbing for the **Vice Kommandant**

EAA AirVenture 2020 Cancelled



EAA has announced that AirVenture 2020 is the latest casualty of the COVID 19 pandemic. EAA CEO Jack Pelton explained that grounds preparation, tent pitching, and all of the processing normally starts around the beginning of May. However, as of 1 May the state of Wisconsin was still under a stay at home order through at least 26 May. While things may be less restrictive at the end of July, without the ability to prepare for the convention there can be no convention.

As AirVenture draws in people from all over the world, EAA HQ is not interested in their signature convention becoming known as the next great pandemic outbreak site.

Although nothing has been said, the folks at EAA HQ may put effort into additional online activities to substitute for missing the Oshkosh experience.

Since AirVenture 2020 is cancelled, does that mean that Chapter 1000 will have a meeting in July? That decision waits to see what the local conditions will be like in July.



Last Month's Non-Meeting

EAA Chapter 1000

Your COVID-19 Defense Bunker

Undisclosed Location, USA

21 April 2020

You, Presiding

Unlike the March Chapter 1000 meeting, which was actually planned and arranged, only to be cancelled, the April Chapter 1000 meeting was never arranged and therefore not cancelled. Your guidance was to watch **Murry Rosansky's** webinar on "164 Years of Glider Homebuilding and Future Glider Amateur Building". After you visited your local BK Dead Cow Emporium, you were tasked to "send an e-mail to gary.aldrich@pobox.com or send a text to 661-609-0942 to say what you thought of the program and the new virtual meeting format." You just casually overlooked that direction, huh? Didn't you?

The **Kommandant** reports to me that you failed miserably in your homework assignment. If you had turned in your homework assignment you would be reading it here, just like all the other **PPOs** who did turn theirs in. Since you failed in your assignment, you have not earned the right to see what others wrote. Thus, you are left with this blank space to stare at with no sense of personal fulfillment:

Most of this is true (except for what you didn't write).

- **Russ "Erbman" 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

"Quarantine" - from the Italian "quaranta giorni" which means "40 days". That was the length of time arriving ships were required to sit at anchor before



landing in 14th century Venice...to avoid spreading the plague. Did it work? Well, maybe for the Venetians, but over a five year period (1347-1352) an estimated 200 million people died worldwide. This pandemic, popularly called the "Black Death", saw the invention of the quarantine concept. The Dr. Faucis of the 14th century deduced that the spread of the disease was exacerbated by close contact. The response was to isolate infected souls in their homes and bury the dead quickly in mass graves.

Fast-forward almost 800 years and "modern" medical science has had precisely the same the same response to our current pandemic. Despite the advances in epidemiology and vaccines, the "go to" method for limiting spread of the virus (also called "flattening the curve") is to use the modern term for quarantine...Social Distancing. The medical community...and by extension our federal, state, and local officials are not to be blamed for sticking to this time-proven method of controlling a disease for which there are no known vaccines and limited treatments. Fact is, until science provides protection in the form of vaccines, Social Distancing is the only tool in the toolbox.

The question of the hour is, of course, how long do we isolate? From a purely medical standpoint the answer is "forever", or at least until no one has an active case of the virus. I'm sure that the 14th century physicians who were interviewed on the Venetian Broadcasting Company (VBC) were promoting "Safer at Home" and making dire warnings about the inevitable "spike" in cases if Social Distancing is not observed...or restrictions on social interaction are loosened.

The problem with such a binary solution is that social interaction is vital for the health of the economy. Healthy commerce, food production and distribution, and life in general is not possible if we are all sitting on the couch watching old EAA webinars (you know who you are). There must be a compromise between hiding at home and producing goods and services that will ensure survival of the economy. Thus, "risk" must be assessed and mitigated using the tools at hand. This is commonly used in flight testing. We recognize that we cannot eliminate risk entirely, so we develop methods to make the residual risk "acceptable". In a pandemic that translates to "how many deaths are you willing to endure to ensure that the survivors don't suffer similar fates due to famine, war, or other disintegration of society."

Further, the longer society is paused, the more risk of developing equally devastating psychological ailments.

“Nosophobia” is the irrational fear of contracting a fatal disease. “Agoraphobia” is fear of anything outside one’s home. These two phobias could result in crippling damage to society even after COVID-19 has faded from the news cycle. I have no doubt that humans, especially American humans, will arrive at a community-level acceptable risk. You’re seeing that in the multiple instances of civil unrest and protest over what is perceived as “government over-reach” and unnecessary isolation measures or durations.

In the meantime, remember that in California, aviation-related activities are considered “essential”. This means that we can go out to the airport and do something interesting with our airplanes or projects. Or, just go out to the airport and watch the airplanes (while social distancing, of course). The weather is great and it will remind us of the world as it used to be before the “new normal” and how it will be after this latest microbial attack has subsided. Hopefully, next month’s column will focus on much brighter, aviation-related topics. Time for an aviation adventure!

- Gary Aldrich
Kommanding

Project Police In Memoriam: Brian Martinez

The *Project Police* have suffered another great loss, this time in EAA Chapter 1000 Charter Member **Brian Martinez**. Brian passed away suddenly on 23 April 2020. This is the report provided by **Randy Kelly** later that day, which remains the only information we have on the subject:

“Update on Brian Martinez situation via one of the 99s that has talked to Arlene. Arlene came home and Brian was on the floor by the computer and he was already dead. Kern County coroner picked up the body and took it to Bakersfield. Him being clearly dead probably explains why we didn't hear an ambulance coming into Skypark. Arlene can't go to Bakersfield because it's out of the local area which would put her in two week quarantine status - but there's no reason for her to go there anyway. One son is here already. Other son is on the way. 99s are in daily contact. They don't need anything as they were stocked up for COVID. Arlene knows she has friends here and that she can call anybody if she needs anything.”

Brian was one of the members who attended the very first formation meeting of what would become EAA Chapter 1000 back in November 1991. His passing leaves **Doug “Opie” Dodson** and **Bob “Waldo” Waldmiller** as the only remaining members of EAA Chapter 1000 who attended that first meeting.

Brian was an active homebuilder. His first project was a **Q-200**, a variation of the Quickie with a Continental O-200 engine. He bought a Cessna 172 so that he and **Arlene** would have an aircraft that they could both fly.

His longtime project (sadly still incomplete) was a modification of the Rutan **Defiant** twin engine aircraft.

Brian didn't limit his interest to the aircraft he was building. Way back in February of 1996 I sent an e-mail to **Norm Howell** and **Bob Waldmiller** from Colorado saying that I had just bought plans for the **Bearhawk**. Somehow word of this got passed to **Brian**. I came home that day from work to answer the phone, which was **Brian** very excitedly asking questions about the Bearhawk and leaving me amazed at how information could be spread so quickly. Later, in February 2011 **Brian** and **Arlene** took a flight in the **Combat Bearhawk**. He bought a set of plans, but never actively pursued it, as he had plenty of other projects in the hopper.

In the flight test of his Q-200, **Brian** was one of the first EAAers to actively take part in the new Flight Advisor program with **Norm Howell**. As you would expect from an Air Force Flight Test Engineer, **Brian** wrote detailed reports from his test flights, which were featured in the pages of this newsletter.

To honor **Brian's** memory in the best way we can, **Evil Editor Zurg** has decided to reprint significant articles from these pages featuring **Brian** and his accomplishments.

Tailwinds, our friend. You will be missed.

- Russ “Erbman” Erb

(June 1995)

Brian Martinez's Q-200 Flies!



After a lengthy period of construction and many, many hours of ground testing, **Brian's** Q-200 took to the air for the first time with **Brian** at the controls. The day was perfect--a little light breeze right down runway 30 at Mojave Airport. The airplane was ready, the pilot was ready, the ground support vehicle was ready, and the airborne chase was ready. After the first aborted takeoff and taxiback, **Brian** advanced the throttle and was airborne moments later. The ground support vehicle, driven by **Norm Howell**, was used to get a close look at the takeoff characteristics of the aircraft and **Norm** was busy watching

for anything unusual. An airborne pickup was conducted by Doug Shane in his Long-EZ with Bob Waldmiller in the back seat taking notes and pictures.

About twenty minutes into the flight, a low fuel indication prompted a precautionary return to the airport. By this time, Brian was ready for his first landing in the Q-200 after having felt out the airplane's basic handling qualities per his flight cards. The landing was perhaps a bit tense, but uneventful.

This is a milestone event not only for Brian but for the chapter and the EAA's Flight Advisor program as well. Brian has been working with the Chapter 1000 Flight Advisor, Norm Howell, for several months prior to the first flight of his Q-200. Over the months, whenever someone would ask when the first flight would be, Brian just answered, "When the pilot is ready." An admirable attitude that we should all emulate.

Brian's preparation was thorough and included a good preflight briefing and flight cards--the man had a plan. He's probably got a lot more to tell everyone too and I hope we see an article for this newsletter in the near future. Inquiring minds wanna know! Stay tuned for the whole story! Oh, and congratulations Brian!



(December 2005)

Last Month's Meeting

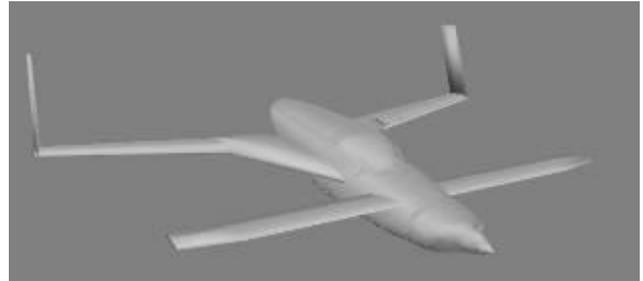
EAA Chapter 1000

Martinez/Erb/High Cay
Lancaster/Rosamond CA
15 November 2005

Gary Aldrich, Presiding

The October meeting was a "Three-fer". The evening started with a **Project Police** raid at **Brian** and **Arlene Martinez'** Quartz Hill home/aircraft production center where we inspected progress on their modified **Defiant** (for those unfamiliar with this, it can be described as a twin engine {push-pull a la Cessna Skymaster} four-place cabin Long EZ). Word of the raid must have slipped out as **Arlene** was ready for us with chocolate chip cookies and sodas. **Donna Drucker** also surprised us with a batch of **C³** as well. Boy, that's how we like to be treated. We sure could get accustomed to this.

(other stuff not related to **Brian** omitted)



Brian's notional model of the final configuration of his airplane



Project Police Master Picture Pointer George "Knife" Gennuso finds and identifies the wings and vertical tails which were moved out to the back yard to make room for the inspectors



The canard sticks out the open garage door. Sharp *Project Police* inspectors were quick to point out to Brian that it would be easier to close the garage door (and thus less drafty) if he could move the canard



“Insert Airplane Here”



Side view of fuselage shell

(April 2012)



Chapter 1000 at the May 1992 Scotty Horowitz Going Away Party and Airport Barbecue, as shown in the August/September 1992 issue of *Air & Space*. In this picture are current members Brian Martinez, Russ “Erbman” Erb, George “Knife” Gennuso, and Doug “Opie” Dodson. Still in the area are Bob Waldmiller, Steve Rainey and Tony Ginn. Behind the prop are Scott “Doc” and Lisa Horowitz. The airplane is Doc’s Tri-Q 200.

Last Month’s Meeting

EAA Chapter 1000

Martinez Estate, Kommandant’s Kwarters

Quartz Hill, CA

20 March 2012

Gary Aldrich, Presiding

Last month a No-Notice *Project Police* Raid of Brian Martinez’s workshop was announced in this newsletter. About a dozen *PPOs* gathered at the appointed location (some after a mild round of confusion). Our last inspection of this project was in November 2005. We were able to tell that there had been some progress in the intervening 6-1/2 years, but there is still much to go before we are reporting a first flight. There was some talk that Brian was trying to break the **Glamorous Glasair’s** record for gestation time. Then again, Brian has a flying Q-200 and a Cessna 172, not to mention plans for a Bearhawk, so we can only fault him so much for seemingly slow progress. There was also talk that the canard on display seemed to have a greater span than the **Glasair**.



The forward firewall. One engine goes here. Also visible are the pivot for the retractable nose gear and the slot for the canard spar.



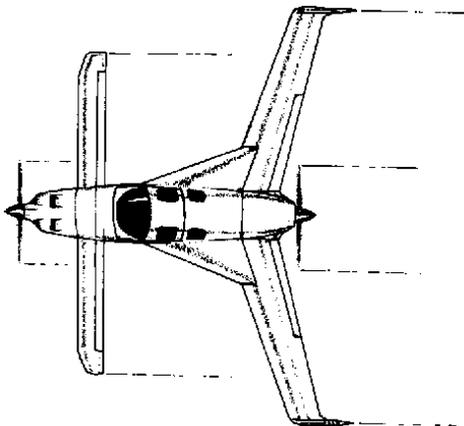
The canopy is not held up by the disconnected gas strut. Brian says the one installed here is too strong and it is difficult to close the canopy.



An instrument panel, but not necessarily THE instrument panel. When you spend over 12 years building an airplane, the toys available for the panel tend to change. It was heard that the Minister of War and Finance (Arlene) has insisted on "screens" for this airplane. Maybe a nice G1000? G2000?



The solution to the overgrown gas spring is the over-engineered canopy prop. It is beautifully fabricated with a fancy handle, but we suspect this is not flight-weight hardware



The area behind the front seats includes a back seat that folds down to make a flat floor. It is a very impressive design, looking better than most cars with folding seats.



Two engines need two fuel selectors, cleverly arranged fore and aft



The wing outer sections in storage



The other (rear) firewall. Place other engine here.



Brian explains an important concept to Helmut, while Mike Machat explains an important concept to JDIII



**On top of the storage bins is the very long span canard.
On the other wall was a nice collection of blue Styrofoam blocks, but Brian didn't seem ready to part with them yet.**



Stormy finds the ballast storage facility while holding his paper Coke® shot cup



Tuki came to the meeting, but had to leave early to attend her evening class. That night she had a test on nutrition. There is something weird about studying nutrition while eating chocolate chip cookies and drinking Coke. This conflict appears to leave Stormy a little alarmed as he looks over her shoulder.

By decree of the **Kommandant**, the assembled mass (there was only one) loaded up in the unorganized convoy and moved North about half a mile to the **Kommandant's Kwarters**. There we were greeted by **Mrs. Kommandant** who had prepared a wonderful dinner of salad and the best pizza Domino's had to offer.

There was a lively discussion of topics ranging from airplanes to iPads to electronic book readers. After a bit of a thrash to produce a copy of the last newsletter, **Mike Machat** led us through a delightful guessing game as we tried to fill in the names of aerospace company founders. In case you missed it, here are the answers.

1. Wilbur and Orville Wright
2. Glenn Curtiss
3. Elmer Sperry
4. Sherman Fairchild
5. Claude Ryan
6. William Boeing
7. Lloyd Stearman
8. Donald Douglas
9. Glenn Martin
10. James McDonnell
11. LeRoy Grumman
12. Larry Bell
13. Igor Sikorsky
14. Chance Vought
15. Clyde Cessna
16. Frank Piasecki
17. Al Mooney
18. Walter Beechcraft
19. John (Jack) Northrop
20. Bill Lear
21. Eddie Stinson
22. Stan Hiller
23. William Rockwell

24. Ernie, Larry, and Paul Schweizer
25. George E. Weaver (Weaver Airplane Company)
26. Earl D. Osborne (EDO)
27. Geoffrey de Havilland
28. Giuseppe Bellanca
29. Anthony Fokker
30. Andre Tupolev

Tie Breaker: Republic's name was derived from that of its company founder, Count Alexander de Seversky. Voted out by the Board of Directors during a heated corporate dispute, Seversky's name was replaced by a word that had to meet two criteria: convey a sense of national pride, and contain eight letters so they didn't have to change all the company signs!

The evening was brought to an amicable end without wrestling the host to the ground or chasing Pixel around the neighborhood.

- **Erbman**

Faux Minister of Propaganda

(April 2018)

Last Month's Meeting

EAA Chapter 1000

Martinez Aircraft Factory
Rosamond Skypark (L00)
Rosamond, CA
20 March 2018

Gary Aldrich, Presiding

This month's meeting was the third **Project Police** raid on **Brian Martinez' Modified Rutan Defiant** project. Brian was previously raided in November 2005 and March 2012. (*it takes a long time to organize this sort of thing...*) A most excellent recap of these raids can be viewed in the March Newsletter. In a futile attempt to prevent this most recent raid, **Brian** and **Arlene** relocated their domicile to **Rosamond Skypark**, unaware of the vast monitoring and intelligence gathering apparatus of the **Project Police**.

Project Police officers assembled outside the Martinez residence for the closely guarded, secret raid so that we could storm the hangar en masse. We cleverly sent the **Vice Kommandant** in unannounced to probe their defenses. Somehow, despite tight security, **Brian** and **Arlene** were waiting for us. I guess their own intelligence gathering capabilities were better than expected.

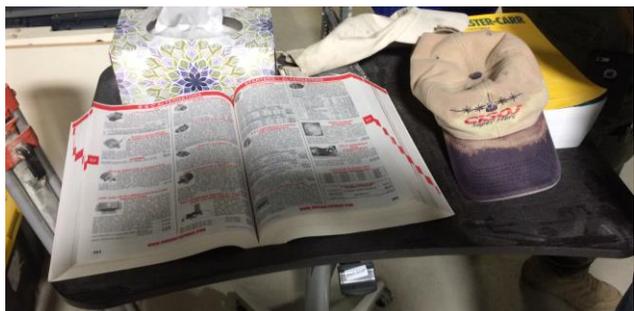
Fifteen **Project Police** officers were in attendance, including **Stormy Weathers** who "phoned it in" or rather "FaceTimed it in" from Texas.

In their first **Defiant** act of the evening, **PPO's** were not presented with the customary **Chocolate Chip Cookies** but were instead offered delicious **chocolate brownies** and **beer**. Yes, you heard me correctly. **Kommandant Aldrich** promptly evaluated this

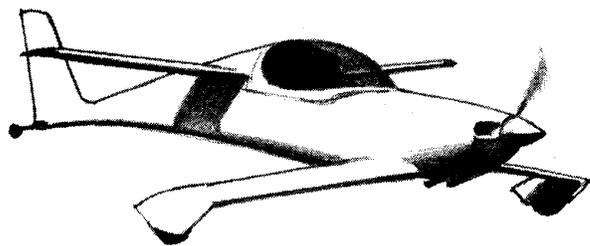
unprecedented and serious breach of protocol and pronounced it to be the new standard for raidee etiquette. **PPO Erb** had arrived with customary fare of C'3 prepared by **Shmoozemistress Tuki** as back-up, which only added to the culinary delight of all present.



On to the inspection part of the proceedings, **Brian** had prepared helpful charts and graphs full of data on the aircraft. He pointed out that the *Defiant* is not a kit plane, but rather it is scratch-built per plans, to which he has added numerous personal touches, making his project a *Defiant-like* design.



Aircraft Spruce and McMaster-Carr catalogs available for immediate reference





Brian went on to describe various aspects of the design and build process using well-rehearsed techie-babble about composites, throwing around terms like kevlar, carbon fiber (or was it fibre?), weave, matrix, pre-preg, post cure, vacuum bagging and unobtanium. Knife was seen to be giddy with excitement to hear someone speaking his language.

Defiant – Standard Dimensions

• Wing Span/Area	30.75 ft/90.5 sq. ft
• Canard Span/Area	24.16 ft/48.9 sq. ft
• Total Wing Area	139.4 sq. ft
• Length	22.8 ft
• Height	9.33 ft
• Cabin width	
• Front	43 in
• Rear	41.5 in
• Cockpit Height	
• Front	66 in
• Rear	56 in
• Baggage Area	
• Seat up	16.5 ft ³
• Seat down	41 ft ³
• Wing loading	22.9 lbs/sq. ft at 3200 lbs gross

Being a metal airplane guy myself, these unfamiliar terms held no significance and I so informed Brian that his Jedi mind-tricks had no effect on me, although they seemed to calm the weaker-minded around me.

Satisfied that the intent of the raid had been fulfilled (part curiosity, part information sharing, but mostly shaming for how long the project was taking), the Kommandant declared that “Victory!” had been achieved, democracy served and the assurance of a just and honorable peace going forward. The Kommandant extended a thank you for the gracious hospitality, especially since this was the third time.

Those so inclined were ordered to reassemble at the El Indio restaurant for dinner.

In a final Defiant act, Brian and Arlene, despite the offer of all-expenses paid, were unable to attend due to prior commitments.

The Kommandant ordered all to have an additional Margarita in their honor.

Most of this is true. Well, at least some of it.



- Kent “Cobra” Troxel

Minister of Propaganda

Chapter 1000 of the Experimental Aircraft Association of these United States of America and Occupied Territories



Photo taken by Arlene from the back seat of the Combat Bearhawk during her and Brian's qualitative evaluation flight on 5 February 2011

Weather Reporting Now Available at Rosamond Skypark (L00)

From the Rosamond Skypark web site:
Pilot Controlled Weather Broadcast
Pilot Controlled Runway Lighting

Our pilot-activated live weather conditions broadcast system on 122.9 is now installed and functioning:

- 3 mike clicks – Abbreviated (wind only)
- 4 mike clicks – Full report (wind/baro/etc.)
- 5 mike clicks – Rwy lights on for 15 min.**

**Runway lights will be on from sundown to 11:00 PM, after which you must activate via the PCL with 5 mike clicks. When successfully activated, the system broadcasts a brief verbal confirmation message.

Stormy Weathers, EAA Chapter 1000 Det 5, Receives Short Notice *Project Police* Inspection, Fails Spectacularly – The Rebuttal

Last month, we printed in this section a scathing report of Stormy's gross lack of progress and failure to remain focused. We taunted him to submit a rebuttal, somehow justifying his non-progress. Here we publish said rebuttal in its entirety as submitted.

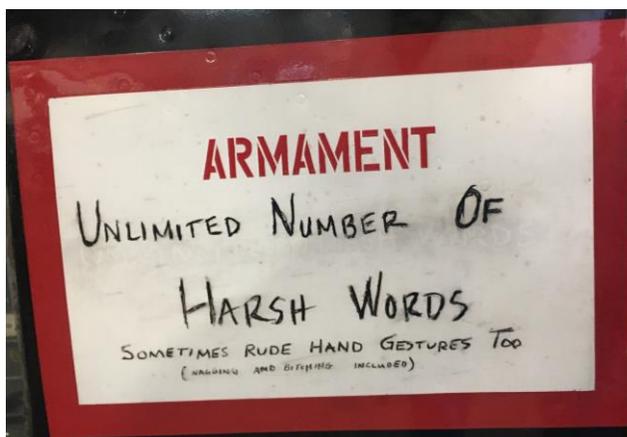
The rebuttal:

“It's hard to rebut truth.”



Vintage Flying Museum, Fort Worth TX

A rather ill-tempered O-2...



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

EAA Chapter 1000 Board of Directors Meetings are now held on an unscheduled, as needed basis. If you need to know when, you're already on the e-mail notification list. (661) 609-0942

May 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Your COVID-19 Defense Bunker, Undisclosed Location. (661) 609-0942

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

Jul 21: CNX (?) EAA Chapter 1000 Monthly Meeting, Cancelled in lieu of AirVenture. (661) 609-0942

Jul 20 - 26: (CNX) EAA AirVenture 2020. Oshkosh WI.

Aug TBD: EAA Chapter 1000 Baseball Meeting, 6:00 p.m., The Hangar, Lancaster CA. (661) 609-0942

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

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

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

Dec 15: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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

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

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

Apr 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, 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: knife.pulsar1@gmail.com

EAA Chapter 1000 Technical Assistants

<i>Composite Construction</i>		
George Gennuso	pulsar1@sbcglobal.net	661-265-0333
<i>Wood Construction</i>		
Bob Waldmiller	bob@waldmiller.com	661-816-7224
<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
<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:
VIRTUAL MEETING 19 MAY @ YOUR PLACE
KOMMANDANT'S HISTORY OF QUARANTINE
IN MEMORIAM – PPO BRIAN MARTINEZ
STORMY'S LONG AWAITED REBUTTAL**

