experimental aircraft association

THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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http://www.eaa1000.av.org *June 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:

Predictive Maintenance

Predictive Maintenance

Mike Busch

Tuesday, 16 June 2020
1700 hrs (5:00 PM Civilian Time)
Your COVID-19 Defense Bunker
Undisclosed Location, USA

As a collection of spherical microbes continue to dominate our societal interactions, inhibited only by assorted pieces of fabric, we continue with our series of virtual meetings with the intent of introducing you to the many resources available for aviation wingnuts. This month we turn from looking at history to looking at aircraft maintenance.

Our virtual speaker is **Mike Busch**, a man who started in software and publishing (a principal in the launching of our favorite aviation news source AvWeb), then made the obvious transition into becoming a highly respected voice transforming the aviation maintenance world. **Erbman** owns copies of his first two books, *Manifesto* and *Engines*. Even **Bill Irvine** looks up to the advice given by **Mike Busch** because it is backed up with data and reasoning rather than hearsay and "that's the way we've always done it".

Mike Busch does an EAA webinar on maintenance topics on the first Wednesday of the month each month. The most recent presentation is this month's featured offering. Here is the official EAA abstract:

"Manufacturers of aircraft, engines, propellers, and appliances have traditionally called for performing preventive maintenance on a fixed timetable. A prime example is engine and propeller TBOs. More recently, this time-based approach has given way to condition-based preventive maintenance based on regular repetitive inspections. Now we're beginning to see this inspection-driven approach giving way to predictive maintenance based on analysis of data from sensors installed on the aircraft and engine. In this webinar, Mike Busch A&P/IA discusses this latest trend and how it's starting to trickle down to owner-flown piston GA."

This month's webinar will be found at https://eaa.org/Videos/Webinars/Maintenance-and-Inspection . If it doesn't pop up on the screen, look through the archived webinars.

This webinar is timely, as our own **Kanard** recently started the annual inspection of **Lois** (N182MP) and by borescope and compression test found an exhaust valve that, while still working, looks to be on its way to failure.

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**

Last Month's Non-Meeting

EAA Chapter 1000
Your COVID-19 Defense Bunker
Undisclosed Location, USA
19 May 2020
You, Presiding

I'm not really sure why you're looking here to read about what you did last month in place of attending an EAA Chapter 1000 meeting. How should I know what you did since you never write or call anymore? You were supposed to watch an EAA webinar "B-17: The Final Mission". If you missed it, you can always go back and watch it now. EAA has also released similar content in

book form *The Final Mission: Personal Stories of the Lives Touched by EAA's B-17, Aluminum Overcast*.

https://www.eaa.org/eaa/about-eaa/eaa-media-room/eaa-news-releases/2020-03-27-FIRST-PERSON-ACCOUNTS-OF-B-17-FLIGHT-CHRONICLED-IN-EAAs-NEW-BOOK-THE-FINAL-MISSION#:~:text=The%20Final%20Mission%20is%20illustrated,crew%20positions%20aboard%20the%20aircraft.

"*The Final Mission* is illustrated with nearly 200 photos and features in its pages QR codes that lead to exclusive video content, including an actual flight of EAA's B-17 Aluminum Overcast that allows viewers to experience firsthand each of the 10 crew positions aboard the aircraft. The book also features forewords from Gemini and Apollo astronaut Frank Borman, a U.S. Air Force veteran and EAA lifetime member, and Dr. Harry Friedman of the Memphis Belle Memorial Association."

Most of this is true, at least as far as we know.

- 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

Here we are in June... "meteorological" Summer when all good aviators should be exercising the privileges of their Airman's certificate and most are barely meeting their 14CFR 61.57 requirements for recency of piloting experience. It's not because we are prohibited from flying as the COVID-19 Pandemic rules here in the People's Republic of Kalifornia designates aviation...even private aviation as "essential". Rather, I think that the reduction is flying is because of the uncertainty of what you will find if you land anywhere other than your home field. Draconian restrictions on dining in restaurants, including airport cafes, have effectively killed the $100 hamburger missions.

Granted, some restrictions are being lifted or modified but they vary by State, County, and local authorities. Further, the "opening up criteria" appear to be nebulous and arbitrary (at least to this layman) and subject to the whims of the local health directors. I recently heard a second-hand horror story of a Seattle-based pilot who flew to McCall, Idaho (KMYL) to visit his vacation property and was turned away at the gas pump by the airport manager AND the county sheriff! I don't know if he had enough gas to get home.

Despite the slow progress in returning to "normalcy" there is SOME progress, perhaps driven by the on-going racial protests and their associated riots. These activities have captured the media cycle, pushing Coronavirus concerns to the "back pages". As always, time will tell.

As for our monthly chapter gatherings, we will remain "dark" (a Broadway theater term for no performance) for this month. Our regular meeting venue at the Test Pilot School is, of course, subject to the "HPCON C" restrictions implemented by the Wing Commander at Edwards. This means that only those folks with "official" business are allowed on base. While Chapter 1000 and the ***Project Police*** consider themselves to be extremely officious, we are simply legends in our own minds. I would entertain the idea of a dinner meeting at a Rosamond (Kern County) restaurant if there is interest among the membership. Let me know your opinions via email.

Until we can meet again, stay happy and safe!

- Gary Aldrich
Kommanding

Project Police In Memoriam: Wen Painter

While technically **Wen Painter** was not part of the ***Project Police*** as he was never a member of EAA Chapter 1000, as a longtime member of EAA Chapter 49, he was certainly a friend of the ***Project Police***. He certainly helped and taught many of us in our aviation pursuits. The following obituary was supplied by the Society of Flight Test Engineers (SFTE).

Weneth "Wen" Dwane Painter passed away in Pleasanton, Calif., April 21, 2020, at the age of 84. Wen earned his private pilot's license when he was 17 and shortly thereafter, in June 1953, he joined the U.S. Air Force just as the Korean War was drawing to a close. Painter served four years, and then attended Wichita State University, Kansas, receiving his Bachelor of Science degree in Aeronautical Engineering. During his final year of studies, Painter met Dr. Don Kordes, who was recruiting engineers for the NASA Flight Research Center at Edwards Air Force Base. He joined the center's engineering staff in 1963. At NASA, he worked on the M2-F2, HL-10 and X-24A research vehicles, known as lifting bodies. His engineering focus was on the flight control systems in the lifting bodies. While at NASA, Painter worked on the F-100 Variable Stability Airplane, Lifting Bodies HL-10, X-24A, M2-F2, M2-F3, and STOL Airplanes. The F-8 Supercritical Wing Research Airplane,

F-111 TACT (Transonic Aircraft Technology) Airplane, F-111 IPCS (Integrated Propulsion Control System) Airplane, B-57B Atmospheric Research Airplane, AD-1 Oblique Wing Research Aircraft, and the F-15 10-Degree Rotating Cone Experiment. He retired from NASA in 1986 after 23 years of service. Over the years, Wen was licensed in multiple fixed wing aircraft. Wen was also as licensed a Commercial Pilot and Flight Instructor in gliders and single engine powered aircraft. He also obtained two Master's Degrees, from the University of Southern California, as well as from Cal-Poly San Luis Obispo. He also taught Aeronautical Engineering at Cal-Poly. He trained well over a 100 students in both engine and glider certifications. After retirement from NASA, Painter was an Academic Instructor, Fixed Wing, at the National Test Pilot School at Mojave Airport. A Celebration of Life for Wen Painter and his extraordinary achievements is being planned at the Mojave Air & Space Port later in the year so everyone can gather and retell his stories and remember his great accomplishments.

A Quarantine Story of Flying and Questionable Judgement

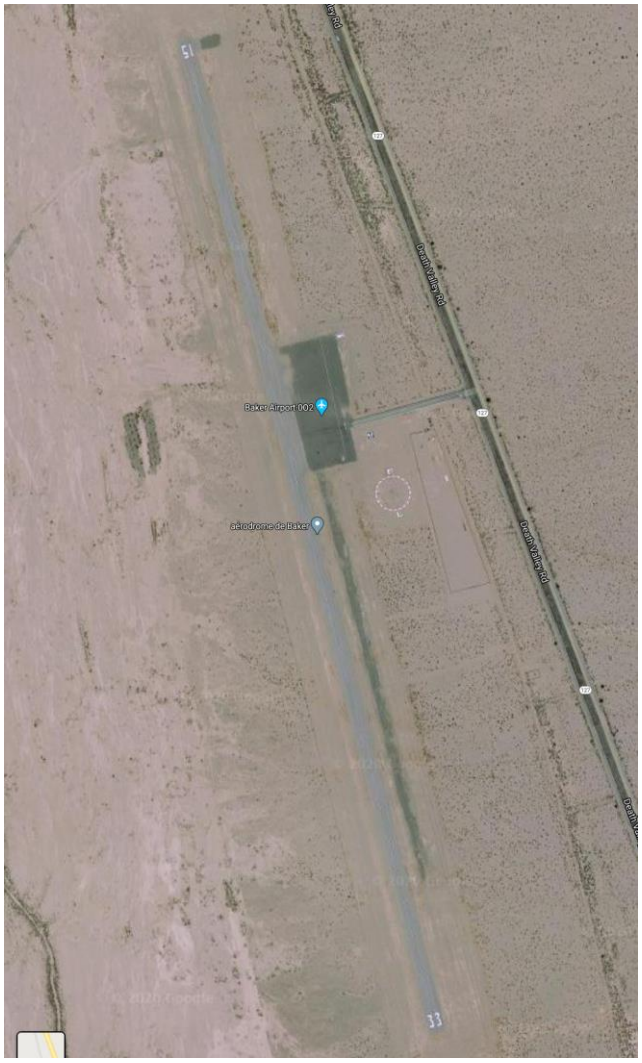
During this series of COVID-19 pandemic newsletters, we here at **Evil Editor Zurg's** sweatshop are open to just about anything to fill these pages for your socially distanced enjoyment. This month we are taking a page from the **Kommandant's** playbook and relating to you a flying story of the events as they may have happened.

During this time of quarantine, we are directed to avoid face to face contact with anyone else, with the minor exception of your family or those who live with you. You are supposed to stay home, but if you get in your car, you should be alone, with the same exception as listed above. Making a minor stretch that being alone in your own airplane is much the same as being alone in your car, there seems to be no problem with flying solo, as long as you don't go somewhere and get out and start interacting with other people.

The **Combat Bearhawk** had recently completed its once-a-year condition inspection, which is not an "annual inspection" because lawyers are funny about word definitions. It had been on one flight since the Functional Check Flight (FCF) and it was itching for a longer flight to nowhere. Since wherever Sarah Palin's Bridge To Nowhere went to was too far away, I had to look for something closer to home. Saturday 23 May 2020 was coming with a forecast that looked to promise a respite from the howling winds we had endured the previous week. Good enough to promise at least a morning of flying instead of about an hour.

Something silly I had thought about many times while flying on TPS missions in restricted area R-2515 was making a flight to circumnavigate R-2515 and the adjacent restricted areas. The idea was that it was difficult (though not impossible) to get permission to fly in (or technically "over") R-2515 in my airplane, so why not fly around it instead? I had done this once before on 14 December 2018 for 2.7 hours of aviation enjoyment.

While on that flight around the primary airspace of "The Center of the Aerospace Test Universe" I passed over a small airstrip in Baker CA (0O2), home of the world's tallest thermometer. I had passed this airfield, or at least signs for it, while driving to and from Las Vegas in the past, and like all airports, thought about flying there. This airport now had more significance, since this was where **Randy "Kanard" Kelly's** Cessna 182 "**Lois**" had made a precautionary landing in the summer of 2018 because of trouble with an exhaust valve guide. He had since been able to move **Lois** to Barstow-Daggett airport (KDAG), so there was additional interest in seeing the airport where **Kanard** had to make a bunch of important decisions.



Baker Airport (0O2) in all its glory

Since then I had thought about making a cross-country flight to Baker "just because" but hadn't because there

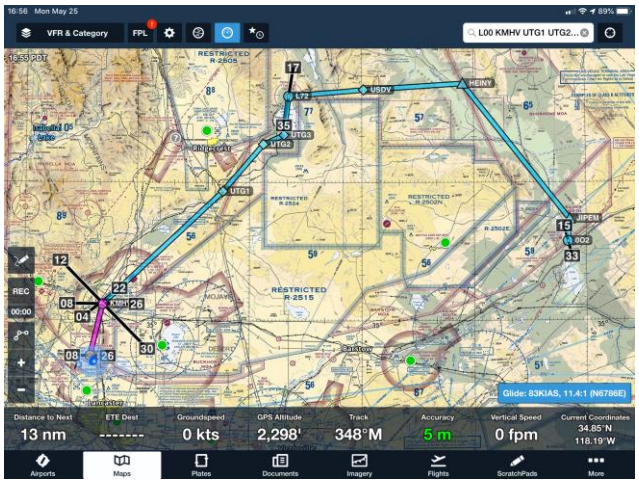
would be a significant investment of time to get there and back. Around here, that means that on any given day either the air temperature or the wind speed would be higher than desirable by the time I returned to Rosamond.

The Baker airport can be described as a 3,157x50 foot strip of asphalt with an asphalt parking area right next to it. No fuel was available, unless you count that for the Highway Patrol helicopters, and that's not for sale. I don't think there is even a Porta-Potty there.

With fairly light winds forecasted for the day (at least at Rosamond and Fox), I put together my plan for a flight to nowhere around R-2515, but this time with a full stop at Baker. I would finally be able to add another pin to the great map of Bearhawk destinations for the first time in several years. When I arrived there, I planned to park the airplane, get out, and take several pictures of it in the magnificent desolation, which I could put in the newsletter with a caption something like "Kanard's Favorite Vacation Spot! Sweeping vistas in all shades of brown!"

I started out by climbing to 7,500 feet MSL (because "odd people live in the east") over Mojave and set course for the Trona Gap. I followed the magenta line as the GNS 480 kept sending me messages to complain that we were within 2 nm (nanometers?) of restricted airspace. I didn't realize that the WAAS upgrade would allow it to measure distances that small!

Flight at 7,500 feet was more bumpy than I would have liked, but it stayed within the capabilities of the autopilot. Even so, there were times I felt more comfortable with my hand and feet next to the controls.



Flight to Baker on the North side of the restricted areas

Coming down the East side of the restricted areas, the aera 510 GPS told me it was time to start my descent. This is what I call the "Descent of Faith" because I'm descending toward an airport that is far enough away that I haven't even been able to see and identify the town much less the airport. I'm just following the navigation guidance and hoping that an airport appears in front of me.

During the descent, I think I see the town and airport and start turning toward it. The GNS 480 sends me another love note that I am within 2 nanometers of a restricted area. What? How can that be? A quick look at the Foreflight chart shows me headed right for the corner of R-2502A, a little bitty restricted area sticking out there for no apparent reason other than to lure me into a violation! I make a quick left turn and head East until I am clear of the little bugger.

I then head toward the airport as I descend to pattern altitude of 1900 feet. I make a radio call that I'm pretty sure nobody heard. I see the wind sock and set course to fly over the airport so that I can get a good look at it. When I see the wind sock, it is absolutely aligned with the runway. Not a lick of crosswind. However, that was offset by the fact that the wind sock was absolutely straight out! How is that? It was supposed to be a light wind day.

I briefly thought "Do I really want to land in this wind?" but my old friend "Plan Continuation Bias" got a hold of me and we pressed on.

I turned to the left to head upwind and enter a right pattern for Runway 33. I flew upwind for "a while" and then turned to downwind. The wind was blowing so hard that by the time I was lined up on downwind I was already at "The Perch" across from the approach end of the runway. At this point I should have two notches of flaps out, checklist complete, and be slowed to 65 KIAS. As it was, I had no flaps out and was still at 105 KIAS. Realizing that I had jammed up the pattern so hard that there was no way to make it work, I turned left again to fly farther upwind before trying to enter the pattern.

This time I had more time and was able to make it to the perch at the correct speed and configuration. The rest of the pattern was rather "norminal" with the exception of almost no ground speed on final. After flipping a few days through the calendar, I finally arrived at the flare, and was at taxi speed in the distance you see on some of those Valdez STOL competition landings. I had to add power to maintain taxi speed, and the entire time that I'm taxiing to the parking area, the audio alert is blaring "STALL! STALL!" as I roll across the ground. Since this alarm is muted below 35 knots of airspeed, if I estimate a taxi speed of 10 knots, that means that the wind was a MINIMUM of 25 knots, and it felt more like 30 knots or more. What have I gotten myself into?

I pull over into the parking area, being at least smart enough to point the nose into the wind. My old friend Plan Continuation Bias reaches over and pulls the mixture to idle cut-off and turns off all the electrics. I take off my headset and hear for the first time the wannabee tropical storm in all its glory.

Suddenly I woke up to my situation and booted Plan Continuation Bias out the door. With no way to tie the airplane down (no anchors) and no way to safely do it without having to abandon all control of the airplane, I had visions of those stories of Schweizer SGS 2-33 gliders, sitting on their tail with no one in the cockpit, catching a big gust of wind, making a beautiful takeoff followed by a horrific crash landing. I quickly recorded the fuel

remaining and Hobbs time for the records, took whatever pictures I could while standing on the brakes, and ran the checklist to get the engine started again.

Scenic Baker CA out the right windshield. That might be the fuel tank for the Highway Patrol helicopters, but I wasn't going to go over to find out

Two barriers across the road coming into the airport. Probably put there so that the crazy kids bringing their hot rods out to run up and down the runway have to at least maneuver around the barriers

The worst thing about a taildragger is ground ops in high winds. The nose only wants to point one way (into the wind) and if you try to point it another way it's going to complain. Control surfaces, especially ailerons, don't like reverse flow, and will throw the stick around the cockpit to express their displeasure. I start the turn to the left to back taxi on the runway, and, sure enough, as soon as I'm perpendicular to the wind, the nose stops turning. I manage to coax it around with judicious differential braking and application of power.

With the tail pointed into the wind (i.e. the "wrong" way), I push all the way forward on the stick to try my best to keep the tail from coming up. Having your arm fully extended is about the worst position to be when the ailerons start throwing the stick back and forth. I do remember to put the flaps full down, because my Piper-style flaps are pulled down by a cable, but held up by springs and air loads, except when the air loads are going the wrong way and slamming the flaps against the down stop. Your only hope is to put the flaps full down so that the distance to the stop is shorter.

The light colored strip is the runway. Knowing what I know now, I could have easily taken off in the remaining runway without taxiing downwind. Where's the adventure in that?

Approaching the big "33" painted on the ground, I ease over to the left side of the runway and start a right turn back into the wind. I knew that as soon as I started this turn, the tail was going to whip around to get back to the direction it likes to go. I was ready on the brakes to try to keep this under some minor semblance of control. Sure enough, the tail turned fast enough to cause the tail wheel to go full caster, which makes directional control all that much harder.

There is no checklist for this, but there were two things that were very important that I do before advancing the throttle. The first was to get the flaps back up for takeoff. The second was to regain control of the tail wheel. I did have the presence of mind to do that.

My normal takeoff procedure is to slowly advance the throttle while pushing the stick most of the way forward. Usually I get the throttle all of the way in and wait a few seconds for the tail to come up. I then roll down the runway a few more seconds until I get an airspeed of 60 KIAS, at which point I pull back slightly to take off. Not today. I start pushing in the throttle and push forward on the stick. The tail comes up immediately, and right after that the airplane leaps into the air. I'm flying and I still have about another inch of throttle to finish pushing in. Again I keep my wits about me and finish pushing the throttle in while by brain tries to catch up with the airplane!

I climb straight into the wind until about pattern altitude, because I didn't want that sudden rush of ground

speed as I turned downwind to happen at too low of an altitude. I finally turn downwind without incident and set course for Tehachapi along the South side of the restricted areas. I climb to 6,500 feet and it is still somewhat bumpy, so I continued on up to 8,500 feet where thankfully it is much smoother.

Why overfly my hangar in Rosamond to go to Tehachapi? Possibly as part of the COVID-19 madness, the fine folks in Tehachapi may be trying to attract business by selling avgas at $3.12 a gallon while it is $5.15 at the home 'drome. When you're going to be buying 32.3 gallons, that's a savings of about $64, offset slightly by the 3.7 gallons you burn to get back home.

Flight back to "cheap" gas on the South side of the restricted areas

The flight back to Tehachapi was otherwise uneventful. As I was climbing out of the Tehachapi valley after refueling I heard **Kanard** make a radio call as he was flying in. I returned to Rosamond to the light winds that I had been promised for the day and put the **Combat Bearhawk** back in her hangar. All was well, although many bugs were smashed during this adventure, leaving the windshield semi-opaque.

Chalk up 3.4 hours of aviation adventure in a COVID-19 world while self-isolating in my cockpit and one more pin in the Bearhawk destination wall map.

- Russ "Erbman" Erb

Bug Smashing for Fun or (Non)Profit

One of the common epithets for our small, personal sized aircraft is "bug smashers". This is actually based in truth, as since we fly at relatively low altitudes, we are flying at altitudes where birds and bugs also fly. While birds seem to be (mostly) intelligent enough to see an airplane coming and get out of the way (though I have had a few "bird strikes" while driving a car), bugs don't seem to be blessed with such a traffic collision avoidance system (TCAS), nor could they maneuver very fast anyway. What is the load factor available on a common housefly? Add to this the phenomenon of inertial separation, and the little bug(ger)s don't stand a chance.

Inertial separation is what makes your bagless vacuum cleaner work. Air molecules have very little mass, and thus can turn a sharp corner rather easily. When your wing leading edge comes approaching at 125 knots, air molecules begrudgingly get out of the way, creating just a little bit of drag before going on their way.

However, dirt particles in your vacuum or bugs in the air have significantly more mass than air molecules, and thus have far greater inertia. Because of this greater inertia, it takes far more force to change their velocity. This is why the dirt just slides along the inside of the cylinder of your vacuum while the air gets sucked to the low pressure area in the center of the vortex. This is why debris gets thrown out of tornados. Most importantly, when a bug finds a leading edge rapidly approaching it, it can't get out of the way. SPLAT!!

So now that we know why bug remains so quickly and easily decorate the forward facing parts of our airplanes, why do they take so long and are so difficult to remove? Well, like most living things, bug guts are primarily protein and water. What other common household item do you probably have that is also protein and water (that you don't intend to eat)? Press PAUSE (||) while you consider your answer.

Many sorties worth of bugs smashed in the name of aviation!

Did you say glue? Good! Award yourself 42 pointless points. Many types of glue are based on proteins. Did you ever do papier-mâché where you glued strips of paper together with a mixture of flour and water? When the water dried, the flour proteins held the paper together. In the case of our smashed bug, the bug guts get smashed onto your leading edge as a wet protein paste, which rapidly dries out in the airstream. This leaves the bug guts adhered by a natural protein adhesive. Understanding this is the key to getting the bug guts back off relatively easily.

Bug guts usually get cleaned from windshields fairly regularly, unless you are a test pilot. Test pilots always seem to be talking about controlling attitude by "pick a bug spot and put it on the horizon" so apparently they like a dirty windshield. However, nobody has bothered to tell the crew chief to leave the bugs on the windshield. As for the rest of the forward facing parts of the airplane, the bug guts tend to be left on for a much longer period of time, getting constantly dried so as to magnify their adhesive power. These portions only seem to get cleaned when flying is otherwise a bad idea, such as when the winds are 20 gust 30 or a global pandemic is underway.

This was supposed to be yellow, not yellow with non-evenly spaced black polka dots

So armed with this knowledge, what should we do to make cleaning off the buggers at least somewhat easier? Don't reach for the petroleum solvents or even household cleaners like Formula 409. Fantastik! may be fantastic, but we're not trying to clean grease or oil-based residue like you are in the kitchen. The problem we have here is that the bug spots are made up of dehydrated protein, which makes a great adhesive. Hydrated protein (like wet glue) doesn't make a good adhesive at all. Therefore, Step 1 is to rehydrate the bug guts. Don't re-animate them—that's a different issue. Simply spray the bug guts with water or cover them with wet paper towels. Step 2 is tougher—simply wait. Give the bug guts time to rehydrate. After a few minutes, Step 3 is to wipe off the bug guts with a microfiber towel (sold in large quantities at stores like Costco and Sam's Club).

This should get most of the bugs off. For the buggers that have really cemented themselves in place, you can use some mechanical separation—that is, scrape them off. The perfect tool for this with the perfect hardness is a fingernail. You probably have around ten of them available, conveniently located at the ends of your fingers. A fingernail seems to be hard enough to scrape the bug guts off but not hard enough to scratch the paint.

Products like Plexus are wonderful for cleaning dust off of your windshield, and leave behind a "micro-thin layer of wax" which helps to fill micro-cracks in your acrylic plastic. However, a review of the MSDS shows that it contains no water. Even though Plexus does seem to remove minor bug splats, if you are faced with a semi-opaque covering of bug guts, it is advisable to start by cleaning the windshield with lots of water and a microfiber towel. After cleaning the bug guts off, you can follow up with the Plexus.

- Russ "Erbman" Erb
(*guess what I was doing on that super-windy Saturday…*)

1 December 2007 Bearhawk Final Assembly Flashback (*i.e. filler pix*)

The Kommandant doing what he does best—kommanding the operation like a good Test Conductor

The assembly crew: Miles Bowen, Chris Haley, Kent Troxel, Stormy Weathers, Bill Irvine, Russ Erb, Doug Dodson, Randy Kelly, a guy who came with Pat, Gary Aldrich, Pat Fagan, Dave Vanhoy

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

Jun 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Your COVID-19 Defense Bunker, Undisclosed Location. (661) 609-0942

Jul 21: CNX (?) EAA Chapter 1000 Monthly Meeting, Cancelled in lieu of AirVenture, or maybe not. (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

May 15: EAA Chapter 1000 Annual Aviation Event, currently accepting ideas for activities. (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.

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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, by e-mail to erbman@pobox.com

THE LEADING EDGE
MUROC EAA CHAPTER 1000 NEWSLETTER
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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
VIRTUAL MEETING 16 JUNE @ YOUR PLACE
IN MEMORIAM – WEN PAINTER
ERBMAN'S QUESTIONABLE FLYING JUDGEMENT
BUG SMASHING CLEAN UP

EAA™
THE SPIRIT OF AVIATION