

# 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>

October 2021

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

## This Month's Meeting:



## Mr. Bearhawk's Wild Ride

Karl Major and Russ Erb

Tuesday, 19 October 2021

1800 hrs (6:00 PM Civilian Time)

Guido's @ the Hangar  
Rosamond Skypark

(If this program looks familiar, it should. This is the program we had planned for March 2020 when a little microbe shut us down)

It has come to light that virtually every pilot with any "significant" amount of flight time has at least one story about when he or she was terrified while flying in an aircraft. I'm betting that JD3 has some stories that don't involve being shot at over Vietnam (maybe we can get him to tell us some during dinner!) Our illustrious Kommandant has shared the infamous "Dog Story" in these very pages (see your April 2015 edition of *The Leading Edge*).

This month "Angry" Karl Major and Russ "Erbman" Erb share with us their recent tale of being out of control in the Bearhawk in "Extreme Turbulence". Think about going from 1g flight to -3.4g to 4.8g in the space of about 3 seconds. Actually, don't. We don't

recommend it. Not even in Dave's G-202. It sucked. Big time.

It's challenging to avoid a rotor that is otherwise invisible. We will tell you about the event and why it sucked. We will tell you what we did to recover. We will also discuss various indicators that were warning us that something untoward might happen. A video will be shown that recreates what it must have looked like. There's lots to learn from this brief 28 seconds or so.

You will be invited to share your own story of terror (assuming you've flown long enough to have one) if you so desire.

**Members of the Dets:** We're planning to put the meeting on Zoom, so you get to participate too. **Details and links to join the Zoom meeting will be sent by e-mail to the same distribution list no later than Monday, 18 October.** You can see what everyone ordered. **Take note that this meeting will be later**, so those of you in other time zones will probably want to eat ahead of time.

- Erbman

Subbing for the Vice Kommandant

## Last Month's Meeting

EAA Chapter 1000

Guido's @ the Hangar

Rosamond CA

Zoomland, USA

21 September 2021

Gary Aldrich, Presiding

The September meeting commenced around 1800 PDT, although some PPOs, including Harry Richardson (recently out of the hospital) were misinformed and in place at 1700. Special bonus in attendance were Mrs. Kommandant and Schmoozemistress Tuki and her able assistant Emmy. Other PPOs joined via ZOOM.

The Kommandant opened the meeting with a presentation of appreciation to Vice Kommandant Hellmuth Steinlin for his service to the chapter. Unlike many people who join an organization and are content to sit in the shadows and do little, Hellmuth joined the chapter and volunteered for the position of Vice Kommandant in November 2012, fully aware that his primary duty would be to arrange the monthly meeting

programs. **Hellmuth** admitted that he felt at his advanced age that aviation was probably no longer a good pastime for him. Instead he has decided to move to Florida ~~and become a Florida man~~ and take up a life of sailing. In recognition of this, the **Kommandant**, representing the **Project Police**, presented **Hellmuth** with a brass sextant, which looked like it was actually suitable for navigation.

In an unsurprising move, **Kent “Cobra” Troxel** insisted on mis-hearing the **Kommandant** and insisting that the chapter had just presented **Hellmuth** a “sex tent”, with much imagining of just what that would be.

After the presentation, the **Kommandant**, heckled by **JD3**, presented a report on their recent trip to AirVenture 2021. Many of the pictures are reproduced here for your enjoyment. Of course, you can watch the presentation yourself at [https://youtu.be/XQ8Pt3\\_F5OA](https://youtu.be/XQ8Pt3_F5OA).



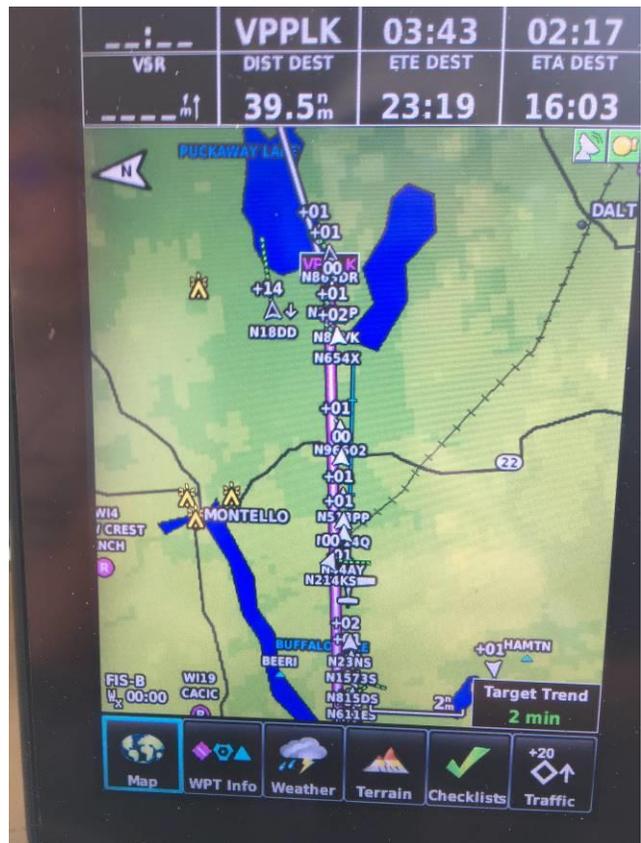
**The Kommandant presents the Vice Kommandant with a brass sextant in appreciation for his years of service**



**The assembled PPOs listen to Hellmuth tell a story of how his training in the French Foreign Legion served him well in his role as Vice Kommandant**



**Instead of making their usual stop at Rapid City SD (KRAP (best airport identifier ever!)), the Fightin’ Skywagon crew stopped at Northeast Wyoming Regional (KGCC) to spend the night with Bob Roehm, friend of the Project Police in exile**



**One of the benefits of mandatory ADS-B is that you can get really scared seeing all of the traffic that is around you on your approach into Oshkosh**



**The Fightin' Skywagon crew finally made it to the North 40 and tied down the VC-180**



**The Kommandant pointed out that back in the day, this field was saturated with Long-EZs. Now it is saturated with RVs**



**While the grounds of AirVenture were mask optional, the bus company had different ideas**



**North American P-51B Mustang painted to replicate Bud Anderson's first Mustang in World War II. The P-51Bs were built in Inglewood CA. The P-51C was identical, with the only difference being that P-51Cs were built in Dallas TX**



**Once again, the World's Busiest Control Tower**



**JD3 inspects the Hawker Hurricane, which was available during the Battle of Britain in greater numbers than the Spitfires. No one remembers this since there were far more Spitfires in the movie, because few Hurricanes were available by the time the movie was made**



And you thought the P-51 was the first design to have a large fuselage belly scoop for cooling



A Curtiss P-40 painted in the colors of the American Volunteer Group "Flying Tigers"



Here is a sure sign of insanity. A completely polished Stinson L-13, which takes a ridiculous amount of work to achieve and just as much work to maintain. On top of that, it is non-representative. While in late World War II the Army Air Force stopped painting aircraft to save time, money, and weight, they never polished the bare aluminum



JD3 considers taking the L-13A home to use as a shaving mirror



A military Piper Cub, known as an L-4, fitted with the Brodie Landing System. This hook was used to catch a trapeze running along a wire hanging off the side of a ship or stretched through the jungle. Learn more at <http://www.rexresearch.com/brodie/brodie.htm>



A Cessna L-19 Bird Dog, developed from the Cessna 170



A DeHavilland DHC-1 Chipmunk. These trainers were built in Canada and used to train most of the pilots in the Royal Air Force



JD3 announces an inspection of the Chipmunk by the Project Police



“Holy Krap! It’s the Project Police!” thinks Rusty Lowry. Rusty retired from his position as the Technical Director for the US Naval Test Pilot School. He bought this Chipmunk from Bill Norton in Mojave CA and flew it at low speed back to his home airfield of Massey Aerodrome (MD1) in Maryland



As an official Project Police inspector, JD3 locates the stall strip in its proper position on the leading edge



Nose art was never really authorized during World War II, but it was good for morale and the leadership chose to look the other way. This is “Lady Luck” on the nose of a B-25



While I’m not aware that B-25s ever carried torpedoes, there’s no reason to let a little thing like reality get in the way of some suggestive nose art on another B-25 nose



**This Vultee BT-13A Valiant was “One For The Boys!”**



**The same BT-13A apparently caused a tail strike on a flying bear. The Pitot-static tube looks strangely like the one installed on the Combat Bearhawk**



**Of course, whenever JD3 is around, you have to visit a Skyraider. This Douglas AD-1 Skyraider is the single seat variant, which JD3 tells us was much more popular than the “Fat Face” family model. It appears to be armed with some mini-gun pods, Mk-82 bombs with fuse extenders, and rockets**



**A North American Rockwell OV-10 Bronco counter-insurgency (COIN) aircraft.**



**Yakovlev Yak-3 from the Soviet Union in the Great Patriotic War**



**Pressing the definition of “warbirds”, two Schweizer TG-7 Terrazzo Falcons made their annual pilgrimage to AirVenture. These motor gliders were briefly operated by the USAF Academy, which excessed them mostly because of poor flying qualities, including a nasty stall response**



A Consolidated PBY Catalina, presumably a -5 model since it is clearly amphibious



A Grumman Avenger, though probably a TBM built by General Motors since there were way more of those built



The Cessna T-50 (AT-17 Bobcat or UC-78), used in World War II as a multi-engine transition trainer. Even so, it is best remembered as the original "Songbird" on the TV series *Sky King*, which our Kommandant claims never to have missed an episode. After the first season, Cessna offered a 310 to replace the T-50, since they wanted people to focus on the new shiny



Beechcraft AT-11 Kansan, a bombing and aerial gunnery trainer. You can probably guess that the Kansan was a derivative of the Beech 18, with a bombardier nose and gun turret installed with all of their drag producing qualities intact



As the war in the Pacific progressed, it was found that the B-25 was less useful as a medium bomber and more useful as a strafing attack aircraft



This B-25 had the bombardier's position replaced with eight forward firing machine guns. Some such aircraft had more forward firing machine guns mounted on the sides of the fuselage as well



Heritage flights continue to be very popular at airshows. Here a Lockheed P-38 Lightning and a North American P-51D fly in formation with a Lockheed F-16. Pictures like this are wonderful for aeronautical engineering classes talking about wing loading and angle of attack



Not wanting to be outdone by the Air Force, the Navy puts up two F4U Corsairs with two F-18 Super Hornets



Representing the homebuilts of the *Project Police* is Doug "Opie" Dodson's "Gail Warning" Glasair II FT



Once again the Kommandant visited the Bearhawk Aircraft booth to lust over what he could have had if he had chosen to build an airplane. This is the six-place Bearhawk 5, powered by a Lycoming IO-580 of 315 HP



With a big engine and a cg range to manage, the Bearhawk 5 carries a toolbox in the back as ballast to keep the cg from being too far forward when lightly loaded



A Bearhawk 4-place shows off a highly polished Lycoming Thunderbolt IO-540 275 HP engine. This Bearhawk is flown by Rob Caldwell and featured on his "Bearhawk Life" YouTube channel. The engine baffles are from Van's Aircraft for the RV-10. Ask me how I know.



**An Air Tractor AT-802. Unlike many aerial applicators, this one has two cockpits to allow for training in this otherwise hazardous occupation**



**Not an aircraft, but the new Ford Mustang Mach E, Ford's initial electric vehicle (EV) offering. This one is painted as an homage to the WASPs. Ford is a long-time big sponsor of EAA, so they are allowed to show off their wares**



**Not sponsored by Ford, but originally built by Ford, the mighty Trimotor spends its days hopping rides**



**A Cirrus Visionjet. Apparently the thrust line of the single jet engine not being aligned with the fuselage reference line is not a significant problem**



**JD3 finds a Continental CD-155, the latest program to bring an Diesel engine burning Jet-A to General Aviation**



**You can't go to AirVenture with JD3 without visiting the Seaplane Base. Here we have an Aviat Husky on floats. Watch the video of the meeting to hear about the Jesus dog**



**Over in the Large Amphibian Parking Area we find a Grumman HU-16D Albatross. This one is based in Minnesota, maintained and flown by Brian Rygwall, who also flies the Albatross for USAF TPS**



**Not quite as large as an HU-16 Albatross, the Piaggio P.136L-1 has a gull wing and two pusher Lycoming GO-480-B engines of 270 HP each**



**A North American Navion. This was North American's entry for the much anticipated post-war General Aviation boom. This was built on the production lines that previously built Mustangs. The GA boom was much shorter than anticipated, and the Navion was quite large compared to other GA airplanes**



**From the German Luftwaffe came the Airbus A400, which is larger than a C-130 but smaller than a C-17. This large turboprop has swept wings. Propellers 1 and 3 rotate clockwise, while propellers 2 and 4 rotate counter clockwise (seen from behind)**



**Keeping with the airlifter theme, the Air Force brought in a C-17**



**What do you do with a zillion RVs? Have 24 of them fly in formation**

Most of this is true.

**- 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**

Welcome to my  
last regularly  
scheduled column  
submission as your  
**Kommandant!** As you  
have doubtless heard,

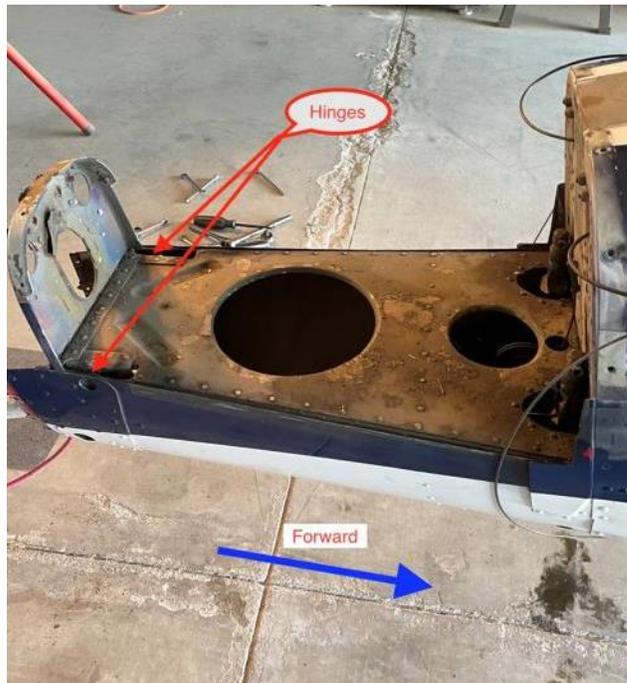


**Anne** and I are seeking escape from the klutches of **Kalifornia** and there have been significant developments on that front. Firstly, we have a pending sale on the **Kommandant's Kwarters**. If all goes as planned the escrow period will close on 29 October. Inspections, appraisals, etc are in process as we speak. Regardless of the success of the escrow we have pulled the trigger on the move and will be sending our stuff to storage in the Aerospace Valley on 28 October and entering a period of gypsy status. Current plans are to visit family for a few weeks culminating at the end of the Thanksgiving holiday. Should the headquarters of the new San Antonio detachment not be ready for occupancy after the family has had enough of us we will explore a Hawaii trip and/or temporary lodging in the San Antonio area...or we may just show up on YOUR doorstep!

Regarding the as yet un-named (looking for a cool moniker like, '**Low Cay**' or something) San Antonio residence, construction appears to be on the original schedule that should result in occupancy between 4 November and 4 January. As you read this we will be driving one of our cars to Texas to leave at **Low Cay** and will be doing a "pre-drywall" walk-through of the house. Shortages of building materials, which had threatened to delay construction, have reportedly been resolved we are keeping our fingers and toes crossed for a smooth completion of the project. In the meantime we are busying ourselves with preparations for packing our stuff and relocating items to Hangar 703 that will wait for us to transport on the second road trip.

Speaking of Hangar 703, I spent all day last Sunday and half of Monday performing an inspection of the **Fightin' Skywagon's** horizontal stabilizer and tail cone structure for cracks or corrosion. This inspection is required by an airworthiness directive (AD) that is due by 7 December 2021 and every 500 hours or 5 years thereafter. The AD was spurred by a fatal in-flight breakup of a C185 and subsequent survey of 180/185 airframes that revealed cracking in 29 of them in the horizontal stabilizer hinge assembly and/or rear spar area. The inspection is quite invasive, requiring removal of the elevators and disconnection of the stabilizer from its hinges and trim actuators. As it turned out, in order to gain adequate access to the tail cone area we decided to remove the vertical stabilizer and rudder as well. I was ably assisted in the work by **PPO JD3** and ace A&P/IA/CFI-everything **Mike Grimes**. The pictures show the area of primary interest. The good news was that no causes for concern were discovered and the horizontal and vertical pieces were re-attached. Unfortunately, the elevators remain off the airplane as we discovered both bearings on the right elevator hinges were seized. New parts are on order.

So, in the middle of the life-changing relocation activities I am also deep in VC-180 maintenance...to include the annual inspection that is also due by the end of the month. Siiiiiggghhhh! It's always something. I will be making every attempt to be present at the October gathering (again at **Guido's**) so that I may say express my appreciation for all your friendship and support over the past couple of decades+. I'll close now and return to my long list of to-do's. Until we meet...



Fly Safe and Check 6!  
GLA, Signing out!

- **Gary Aldrich**  
Formerly Kommanding

**OPERATION: AirVenture 2021 After Action Report**



**PPO Stormy Weathers** departed **Stony Broke Manor** on 24 Jul 21 accompanied by paired carbon-based unit, **Mary**. We made the pilgrimage in the Jeep Renegade known as “**The Tonka**.” We made use of the **4WTFS** (Four-Wheel Terrain

Following System) and the autopilot (cruise control) for all legs of our journey.



“On The Road Again...”



**Mary expertly pilots the Tonka**

Our first RON was in Wichita, KS. **Mary** completed her undergraduate degree in Wichita and **Stormy** participated in AFROTC “Summer Camp” at McConnell AFB (during the Carter Administration). More notably, we dined at the Old Spaghetti Factory before retiring to the local Marriott facility. On the second day of our journey,

we stopped for lunch in Des Moines, IA to rendezvous with **Mary’s** brother, **Jack**. After a long day of motoring north, we arrived at our second RON in Madison, WI.

A short drive Monday morning brought us to Mecca and the **Gruenhagen Conference Center (GCC)**. After unloading the Tonka, we donned our wristbands and sought out the secrets and mysteries of **AirVenture**. It was everything we remembered with a few subtle differences. Face masks were required on the bus to and from the dormitories. Masks were optional in all other places, and some people chose to wear them indoors, such as in the commercial hangars A through D. We noted some of the booths in those hangars were vacant. Also missing were the long wait lines for food and the coveted root beer floats.



**Not one, but two(!) coveted Root Beer Floats**





**Represent!**

As expected, **AirVenture** was a time to hang with old friends and make new ones. For those of us staying in the dorms, that meant hanging out at **Kelly's** on more than one occasion. I came away with the requisite number of marketing pamphlets and business cards. We watched the air shows until the amount of smoke from the eco-friendly paraffin-based smoke systems all but obscured the show. Then, we watched the smoke and listened to the aircraft.

I can best describe our **AirVenture** experience as, "Veni Vidi, cha ching!" We purchased a completed aircraft that required no assembly and no check out. It is now fully operational in the backyard as depicted.



**Backyard Flyer**



**Backyard Flyer, closer pass**



**EAA Chapter 1000 Mickey Mouse Picture Pointer**

We bought some stuff for the **Mooney**, T-shirts for the folks back home, and other EAA regalia. My mouse pad depicting the sectional at KOSH is lead time away. So is the tug. I am optimistic that with a tug, my heart rate will increase with the exhilaration of engine start rather than the effort to pull the aircraft out of the hangar.

With a dorm room on the fifth floor of Scott North, the window would not open far enough to accommodate the box fan. During a family meeting to discuss the climate management issue, we made plans to opt for the air-conditioned rooms next year. When we checked in, the GCC people gave us a pen with the date and time that reservations for 2022 will open. For those who did not receive a pen, reservations opened 4 October 2021 at 0800 CDT. As it was, I dutifully tried to make a reservation that day at 0800. I couldn't get in until 0818. I received an email saying the air conditioned rooms were gone before they received my request. It must have been a fascinating eighteen minutes.

To summarize, there were fewer airplanes than 2019, but still, lots of airplanes. There were notably fewer people than 2019, but still, lots of people.

We are MC at SBM after nine days and 2,370.8 statute miles. Most of this is true.



**Crossing a large truss highway bridge somewhere, possibly over the Mississippi River**



**Mission Complete!**

- Stormy Weathers

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### **Project Police Aircraft Spotters Quiz**



Well, **Evil Editor Zurg** has successfully stumped you once again. However, before he departs he wants to make sure you don't spend the rest of your days pulling your hair out wondering what these aircraft were.

The first three pictures were taken by **Erbman** on a recent trip to the San Diego Air & Space Museum. If you go to San Diego, you can see these aircraft for yourself.



The first was the **Montgomery Evergreen Glider**. From the museum web site, "The Evergreen was a monoplane glider with a conventional tail and the pilot seated below the wing. The aircraft had fixed vertical and horizontal fins and a single wing of complex curvature. The leading edge of the wing was rigid; the trailing edge was movable up and down. At first, the craft was controlled by levers, but after initial flights Montgomery installed a control wheel. Mounted on four wheels, the aircraft was launched from a track. Glider flights began on October 17, 1911, in preparation for the addition of an engine for powered flight. Most of the 55 glides were successful and approximately 800 feet in length. On

October 31, after making an adjustment to the angle of the horizontal stabilizer, Montgomery was again airborne. Flying at an altitude of less than 20 feet, the Evergreen stalled, side-slipped, came down on the right wing tip, and turned over. Montgomery hit his head on an exposed bolt and died two hours later.”

A docent tried to tell me that this was the actual glider, but how could it be if it crashed? The web site says “the Evergreen Glider on display was restored using many of the original parts.” So it’s at least as authentic as the 1903 Wright Flyer in the Smithsonian.



Next was the **Ryan M-1**. This was T. Claude Ryan’s first original design. It was used to carry mail, cargo, and passengers. Up to two passengers could sit in the front cockpit under the wing. This cockpit was accessed through a door on the left side. The pilot sat in the rear cockpit. If this airplane looks familiar, it should. This is the basic design that Donald Hall started with to design the **Spirit of St. Louis**.

The pictured example is actually a non-flying replica built for the museum in 1979 by volunteer craftsmen led by Harold Hawkins.



The next aircraft was the **Ryan B-5 Brougham**. From the museum web site, “After the Ryan M-1 became obsolete, the company concentrated on the manufacture of the Ryan Brougham, a commercial version of the Spirit of St. Louis. The Ryan Brougham model B-5 was a high wing cabin monoplane with ample room and comfort for six, and was powered with the 300 HP Wright J6 series engine. Neat and trim with good proportion, the B-5 was

quite a deft and capable airplane with sprightly performance. Fully loaded with six people and 100 gallons of fuel, take-off was accomplished consistently in less than 300 feet, and a climb-out to 1000 feet was completed in one minute and 35 seconds. The B-5 Brougham went into regular production in March 1929.”



The final picture was taken the same week at the Chino Planes of Fame museum. This is the Curtiss Robin J-1 that was flown by Douglas “Wrong Way” Corrigan for his epic solo flight from Floyd Bennet Field in New York to Dublin, Ireland in 1938. You can see the large fuel tank installed in the forward cabin, blocking his view just like Lindberg.

From the museum’s web site: “Inspired by Lindberg’s flight across the Atlantic, Douglas Corrigan purchased a 1929 Curtiss Robin for \$310 in 1933. He repaired the battered airplane as much as possible, replaced its 90hp Curtiss OX-5 engine with a 165hp Wright J-6-5 Whirlwind engine, increased the fuel capacity to 320 gallons, installed a 16-gallon oil tank, named the airplane “Sunshine,” had it registered as NX9243 and applied to the U.S. Bureau of Air Commerce for permission to make a solo flight from New York to Ireland in 1935. However, Corrigan’s application was rejected by the Bureau of Air Commerce because his airplane was considered to be unsuitable for the flight.

On July 19, 1938 he supposedly took off in “Sunshine” for a flight to Long Beach, California, but wound up instead in Dublin, Ireland after a 28-hour and 13-minute flight. According to Corrigan, heavy clouds and a navigation error sent him off in the wrong direction. His airplane had no radio, and was only equipped with a basic compass. Naturally, there was some skepticism about Corrigan’s story. Nevertheless, now nicknamed “Wrong Way Corrigan,” he returned to a hero’s welcome in the United States and ticker tape parades in New York and Chicago.”

### 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

**Oct 19: EAA Chapter 1000 Monthly Meeting**, 6:00 p.m., Guido's @ the Hangar, Rosamond SkyPark. (661) 609-0942

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

**Dec 21: EAA Chapter 1000 Festivus Etc Celebration**, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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

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

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

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

**May 21: EAA Chapter 1000 Annual Aviation Event**, currently accepting ideas for activities. (661) 609-0942

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

**Jul 19: CNX EAA Chapter 1000 Monthly Meeting**, Cancelled in lieu of AirVenture. (661) 609-0942

**Aug 16: 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:

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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-754-0524, 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  
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<http://www.eaa1000.av.org>**

**ADDRESS SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:  
MEETING IN PERSON—GUIDO'S 1800 19 OCT  
AIRVENTURE 2021 REPORT W/PACO & JD3  
AIRVENTURE 2021 REPORT W/STORMY  
ANSWERS TO AIRCRAFT SPOTTER QUIZ**

