



# THE LEADING EDGE

## NEWSLETTER OF MUROC EAA CHAPTER 1000

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October 1996

### This Month's Meeting:



**Speaker: Norm Howell**  
**Tuesday, 15 October 1996**  
**1700 hrs (5:00 PM Civilian Time)**  
**USAF Test Pilot School Auditorium**  
**Edwards AFB, CA**

What's that? You couldn't make it to the Society of Experimental Test Pilots (SETP) Convention this year? You're in luck! Our own Norm Howell will be giving us the presentation that he gave to SETP on the Flight Advisor program, possibly modified to fit our audience. This presentation was very well received at SETP, and alerted the mostly military test pilot audience that military flight test was not the only game in town. In fact, the amount of flight testing done by the military these days, especially first flights, pales in comparison to the amount of first flights and initial flight tests done by homebuilders. The Flight Advisor program was created by EAA as a similar concept to the Technical Counselor program. The Flight Advisor takes over where the Technical Counselor leaves off--planning that initial 40 hours of flight test. Come find out how to do it smart and get insurance coverage for your flight test period.

Also expected on tap are finalization of plans for the *1996 EAA Chapter 1000 Fly-In and Military Air Show*, more commonly known as the Edwards AFB Open House. Our own illustrious Vice-President, **Vince Sei**, and **Howard Judd** are in charge this year. Even more important will be the finalization of plans for the *1996 Fox Field Formula 1 Air Races and EAA Fly-In*, not to mention another Young Eagles Flight Rally in October.

Oh, yeah...we will also be holding

**ELECTIONS** for our chapter officers. Be

there to find out if you've been nominated! Members of EAA Chapter 1 in Flabob have been known to ask "What are those nuts up there at Edwards up to?" Be sure you take an opportunity to serve your chapter and answer that question for Chapter 1.

### Last Month's Meeting

**EAA Chapter 1000**  
 Wagner Residence, North Edwards  
 1500; September 21, 1996  
**Mike Pelletier**, presiding

### Happy Homemaking:

The time, day of the week, and venue may have changed for this meeting, but we were still hungry so we started with snacks as has been our pleasure of late. This time however, we were at **Charlie and Glenna Wagner's** place in North Edwards and Charlie's work benches substituted for the lounge bar at TPS. If you've never seen Charlie's work shop, be ready to be humbled. It's a custom designed set-up for his airplane project and is pretty useful for all the other vehicles at the homestead. More later.

### Shop Time:

To get things going we gathered in one of three work areas. (That's right, one of three.) **Mike Pelletier**, chapter president and rocket scientist of note, made a few announcements to start the meeting. We were polite until he opened his mouth to speak. The meeting went downhill from there. Naturally, we had to hear of all the goodies on sale like calendars, clothing, and weird aircraft products. This is the usual stuff that clogs his mail box every month. I'll spare you the details except for a few things of merit I'll cover in more detail in the following few paragraphs.

### Hangar Offer:

If you're looking for a hangar, and who isn't, **Jed Erskine** of Chapter 49, is putting together a limited liability corporation to acquire control of property at Rosamond Skypark. He's working with the real estate company that

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developed the sky park and the homeowner's association to ensure all can live with the agreement. If you were to become a part of the group, you would have the right to put up a 36' x 45' hangar. That's big enough for two airplanes or several projects depending on the progress made. The cost of joining the LLC is \$3000 and the monthly membership fee is \$75. You are responsible for preparing the space, bringing in any utilities and erecting a hangar compliant with the LLC site standard. The LLC will keep up the taxi ways adjacent to the hangars, pay any association fees, and plans to operate a discount fuel service for members. Sounds like an interesting proposal but you need to act quickly. Jed has an option that will expire if not exercised soon. You can call Jed or talk to **Ron Applegate** about this project.

### Stability and Control Classes at NTPS:

**Vern Saxon**, your tireless newsletter editor, and I, your not so humble scribe, will attend the Homebuilder's Stability and Control classes at the National Test Pilot's School in Mojave during October and November. **Al Lawless** presented details in two recent meetings and invited the chapter to send a couple of (atypical) homebuilders to help launch the program and provide some feedback and publicity. Following the class, Vern and I will collaborate on an article for Sport Aviation and, of course, you'll get excerpts in the newsletter. Vern and I represent the polar ends of the test planet when it comes to aircraft test knowledge, so the article should be of interest. Vern has seen and done it all as far as flight test is concerned and so will be a good judge of the course content adequacy and accuracy. That leaves me to be the experiment in teaching this stuff to a common schmoe. You know the type: enough going to get a pilot's license, learned most of his engineering from reading airplane magazine technical articles, and has a project that comes in just a hair short of being in over the proverbial cabasa. (*Chuck, my local South Texas native who actually took a Spanish course once in her life thinks you meant cabasa. - ed*) We'll get back to you on this one.

### Treasurer's Report:

We decided to forego the pleasure of hearing just how little we have in the bank. (It's less than your mortgage payment.) Folks on general assistance tend to get short at the end of the month and we tend to get short at the end of the year. Not to worry, we've got plans and **Norm Howell**, our treasurer, working for us.

### Chapter Officers Election:

October is the month when scary things happen towards the end. That means chapter officer elections are in order and contrary to the announcement in the last newsletter, all the officers are up for renewal or replacement. We've got a few board of director positions to fill too. We'll be taking nominations (you need not be present), hearing a few

speeches (I've got a chicken an' peas stump speech I'll give for you if you're not present), debating the critical issues (fat content of the snacks, date for the next fly-in, etc.), and electing the truly outstanding candidates or their clones (maybe you should show up just to protect your interests.). Make plans to come on out and participate in a little representative democracy. It just may be the most substantive political event you'll engage in this fall.

### National Air Races and EAA Fly-In:

In case you've missed the last seven or eight newsletters, the fly-in is fast approaching. Not to harp or anything, but if you haven't signed up as a volunteer, you need to do so now. We need the most people to help with aircraft parking and registration, and a few more to keep things happy at the EAA information and food booths. **Connie Trippensee** is the lead for volunteers and will gladly take your name. You can serve all three days or some lesser number, and you might even be able to do something interesting. For the rest of you, if you think you can get out

of this, well let me warn you the *draft* will return about October 16. That means you get a really short haircut (if you don't have much left we'll just pull out what we can find) and the kind of assignment that definitely won't let you be all that you can be. An honorary rank of colonel will be conferred on those who volunteer, and those who get drafted are going to be sub-airmen. Colonels don't have to show up squared away, but sub-airmen will stand just about every nasty kind of inspection possible. Am I getting through about this yet? By the way, if you fly-in as a chapter member in your very interesting airplane, we'll waive the air show admission fee. So why not stay and help a little. (*What about us volunteer Colonels who drive in?--ed*)

### Young Eagles:

We flew thirty-nine kids on September 21 along with our friends in Chapter 49. (We flew the kids, not the 49'ers.) That puts us close to 500 for the year, which just happens to be our goal. It was a fine day for flying and all seemed to have a good time. Of course, the tower crew is putting on weight from the goodies delivered for each event (**Gretchen Lund** is behind this goodwill gesture and deserves thanks for the effort.) and the ladies at the Sly Fox Cafe aren't complaining about the extra business. **Jake Godown** and his crew are always there to help and **Comarco** is generously discounting fuel to assist in the effort. Have you noticed the new paint and all the work around the terminal building? Just possibly the increased traffic we bring in has pumped the local economy enough to justify the facelift? Well, probably not, but we'd like to think we're doing our part.

## Edwards Open House:

The big one is coming up October 19. We'll have a booth in building 1600 and do our best to promote EAA and the chapter. We don't have as much responsibility for marshaling airplanes as in years past, but we'll help if asked. **Mike Pelletier** and I will need some added mouth to keep up with the questions from the public, so come on out. We'll discuss this at the next meeting. Of course, we should recognize the Air Force, always on the lookout for superior talent, tasked two of our finest to honcho the general aviation part of the show. **Vince Sei**, el vice presidente, and **Howard Judd**, member at large, are the two. You can also help by putting up someone who flies in. Generally, this requires meeting them at main base on Friday, getting them to the dinner at the officer's club (no commission necessary for this event, but you will be expected to behave appropriately--that comment left to your imagination), get them home, and return them the next day. Easy. Contact Vince or Howard if you can offer a place for a couple of citizen flyers.

## The Main Program:

**Charlie** (with an able assist from **Glenna**) gave us a demonstration of the alodine process he uses for his RV-6A as this month's main event. Charlie is applying alodine to just about everything aluminum in his project and has worked out a simple, quick, and very effective approach to this effort. Simple because the process does not require extraordinary part preparation, special equipment, or temperature control. Quick because those of us present were able to see Charlie and Glenna take untreated parts and go through all the necessary steps in about 20 minutes. And effective because alodining provides durable anti-corrosion protection for aluminum parts in non-wear uses and a very good prime surface for paint where additional coating is needed.

In preparation for his presentation, Charlie wrote an outline which we've reproduced as a technical article for the newsletter. The outline gives you all you need to know to set up and do alodining, and discusses some of the advantages and disadvantages. You'll find it a practical guide and one that will save you money too.

At the conclusion of the program, Glenna invited us to sit down to dinner. Glenna made a big batch of lasagna and the rest of us brought salad, drinks, and desserts. All agreed it was a good way to end the meeting. Naturally, there was a fair amount of yattering and blather about airplanes, but what the hey, that's what EAA is all about. (By the way, if you're in need of a fuel control valve done right, see Charlie. He's got a design and working assembly that controls two tanks with the return going back to the draw tank rather than just one. If you've ever set your tank select valve to the wrong side when both are full, you know you end up pumping fuel overboard until you switch. Fuel is a little too expensive to sprinkle over the countryside, agreed?) Our thanks to Charlie and Glenna for opening their home to us and showing so much hospitality.

## End Notes:

Yes, I'm still trying to find **Tim Phillips**. I have his 1995 chapter officer award certificate but don't have his current address. Can anyone help? (What if I were to offer a small reward? Would that induce someone to give me an answer?) (*Maybe a ride with Norm in his Long-EZ? Now if only we can get Norm to agree! -- ed*)

## -Chuck Firth

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Subliminal Man Say: The *Project Police* are expected to be out in force at the Edwards AFB Open House. They'll probably even find violations with those Air Force Aircraft.

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## President's Two Cents

What happened to all of you last month? Turnout at the last meeting was, well, sparse. I thought it might be a good idea to change the meeting time and place in the hopes of getting some of you out to the membership meeting who might not be able to attend on Tuesday evening. Boy, was I wrong! Oh well, at least I tried. For those of you not at the meeting, you missed a good demo by **Charlie Wagner** on the process of alodining and an outstanding meal prepared by **Glenna Wagner**. For those of you contemplating building a metal airplane I would seriously consider going that route for corrosion protection instead of priming. Although the prep time for alodining is about the same as priming, the real time savings comes in not having to mix the primer (if you're using a two part primer like I am) and cleaning the gun afterward. Charlie handed out some info sheets with the details. Check elsewhere in this newsletter.

Shifting gears, we need maximum participation at this month's meeting. Why? you ask. Because it's time to elect new officers and we need as many of you as possible at the meeting to cast your votes. We don't want to be accused of electing our officers via a hostile takeover or a coup. We also have to see who's going to be available to work at the Edwards Open House and sign up as many of you as possible to volunteer your time at the upcoming Fox Field Air Races. We have the potential to make some serious coin for the chapter at the races but we need people to man the EAA membership booth, park airplanes, sell food, etc. Mark your calendar for October 15th. Hope to see you at the meeting! *Keep the Spirit!*

## - Mike Pelletier

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## ALODINING

Disclaimer: The information presented below is believed to be accurate. However, no warranty of any kind accompanies this information.

### What is alodining?

Alodining is the chemical application of a protective chromate conversion coating on aluminum.

### Why would anyone want to alodine aluminum?

1. It provides good corrosion protection. It even protects when scratched. Alodined 2024 aluminum withstands salt spray 150-600 hours before forming white corrosion. Untreated 2024 corrodes in less than 24 hours.
2. It provides an excellent electrically conductive surface. This helps to provide good electrical bonding in an airframe.
3. Paint sticks to it extremely well. In some cases, it can substitute for primer.

### Advantages of alodining compared to other coatings such as primer or anodizing:

1. Adds no measurable weight.
2. Does not alter the dimensions of parts (does not make holes smaller).
3. Requires essentially no cleanup after application. Encourages treatment of all small parts as they are fabricated and installed.
4. Requires no electricity or skill to apply. (This is why I use it !)

### Disadvantages of alodining:

1. For the best possible job, requires two large tanks capable of immersing each part. (Anodizing also requires similar large tanks.)
2. Should not be applied if the tank temperature is below 70°F (21°C).
3. The alodined surface is not as durable as anodizing or a good paint.
4. Assembled parts cannot be alodined. (Neither can they be anodized.)
5. Disposal of spent tank contents can be a problem.

### How much alodine solution is required to treat aluminum?

Aircraft Spruce, in their catalog, claims a gallon of alodine solution will treat about 400 square feet of aluminum. The company I bought mine from claimed 80 square feet. I estimate that my RV-6A has between 1600 and 2600 square feet of aluminum surface. (This is the total surface area of all aluminum parts in the whole airplane.) Somewhere between 5 and 30 gallons would be needed.

### How large are my tanks?

They measure 5 feet long by 1 foot wide and are filled to a depth of about 2 1/2 feet. This translates to about 94 gallons, or enough to do at least 3 aluminum airplanes like mine. I built the wooden tank structures around custom-made liners of 0.100" black polyethylene. These tanks are big enough to immerse the overwhelming majority of the RV-6A parts, including many skins.

### If I were building new tanks today, how large would I make them?

I would make them 5 1/2 feet long by 1 foot wide and about 3 1/2 feet deep. I would fill them to the 3 foot level, or about 125 gallons. They would then accept about half of the parts the current tanks cannot hold. Had I ordered them that size in the first place, the price would probably have been the same.

### How much did the tank liners cost, and where did I get them?

The liners cost \$250 each plus tax (custom made to my dimensions). I ordered them from a company called Multi Lining and Coating in Bakersfield. Their phone numbers are 800-966-0650 and 805-589-0650. I don't remember the address.

### Isn't the large quantity of alodine expensive? Aircraft Spruce gets \$17.50 per gallon.

Aircraft Spruce charges a lot for water. I purchased a 10 lb can of Iridite 14-2 powder which, when mixed with water, makes about 128 gallons. This 10 lb can cost \$140 in January of 1994. This translates to about \$1.09 per gallon. The other tank holds a preconditioning acid solution. Fifteen gallons of the concentrated acid called Isoprep 184, enough for about 100 gallons of solution, cost \$112.50. Naturally, tax and freight are extra. I avoided freight charges by picking up the acid and alodine in person at the company plant in Los Angeles. At the time the company was Allied Kelite division of Witco Chemical Corp. Since then, the division was sold to MacDermid, Inc. I have not done business with them. I do not know anything about the current product line, current prices, or even if the Los Angeles plant is still in existence. MacDermid's phone number is 800-325-4158. The number is probably in Connecticut.

### What is the exact process used to alodine a part?

1. Wipe the part with acetone to get all the ink, glue, and other stuff off.
2. If the part is bright Alclad rub with very fine Scotchbrite type pads to take the shine off. If the part is not clad (such as an extruded angle). take off the oxide layer with aggressive use of Scotchbrite type products such as polishing wheels or discs. If the part is non-Alclad weathered 2024-T3 with a dark colored surface (yes, Vans included a few parts like that in my kit), much work is needed to clean it down to the bright aluminum. Alclad parts that have been formed into bulkheads and ribs and have a

dull finish do not need to be rubbed with Scotchbrite. Freshly machined parts also do not need any Scotchbrite.

3. Wash in Dawn dishwashing detergent and rinse thoroughly. (Do not attempt to substitute a different detergent. All my attempts at using a substitute have met with dismal failure.) After this washing, the part must support an unbroken film of water. Areas that the water film will not cover indicate grease. The part must be washed again.

4. Immerse in the acid tank for 3 minutes.

5. Dip rinse in the acid rinse barrel.

6. Immerse in the alodine tank for 3 minutes. Move the part around a little every 30 seconds or so.

7. Dip rinse in the alodine rinse barrel.

8. To avoid drip marks, blow dry the part. If drip marks do not bother you, you can let the part air dry. Avoid rough handling of the part for 12 to 24 hours. The fresh alodine film is easily damaged, but will harden significantly over time. If you are careful, the part can be riveted in immediately.

**This process sounds horrible. Isn't painting a lot easier?**

Well, with a few small parts, I can start at step 1 and do everything up to step 9 in 15 to 20 minutes. I could never set up to paint parts and clean up in that time.

- Charles A. Wagner



**Young  
Eagles  
Update**

Hello all flying friends. I had the opportunity to attend Oshkosh as a Young Eagle rep for chapters 1000 and 49. Had a wonderful time. I worked the Pavilion, Museum and hosted Tent 1. Met Michelle from the Young Eagle office and Executive Director Steve Buss. What nice people. And I almost forgot my old friend Chuck Yeager. I talked to him at the luncheon they had for all Young Eagle field rep's. The Young Eagle Program started 13 May 1992, and as of being of 1996 250,000 children have flown under the Young Eagles. As for us, since Jan 1995 we have flown 1000 children, 473 this year and 39 the 21st Sept our last rally. GOOD SHOW everyone. Pilots for Sat were: **John Burchak** (welcome back), **Herb Carlson**, **Bob Hoey**, **Norm Howell**, **Gretchen Lund**, **Ed McKinnon**, **Gary Trippensee** and **Keith Kelly**.

Ground workers were: **Russ Erb**, **Carol Hoey**, **Lane Carlson**, **Sharon Payne**, **Ozzie Levi** and myself. Next rally at Fox Field 26 Oct. 8:00 am. Sorry, I could not find a better day.

Happy Landings! **Concha Trippensee**

And from the mailbag:

**\*\*\* UPDATE !\* \* \* UPDATE !\* \* \***

SOUTHERN CALIFORNIA ASSOCIATED  
EAA CHAPTERS  
"YOUNG EAGLES" RALLY  
OCT 19th & 20th  
IMPERIAL COUNTY AIRPORT (IAP)

WE ARE STILL PLANNING POSSIBLY THE BIGGEST "YOUNG EAGLES" RALLY EVER!!! On Saturday we traveled to Imperial Airport to meet with the Representatives of Police Athletic League and the Airport Manager. They have graciously secured fuel cost at the airport at \$1.95 per gallon, rooms at the local hotel at **NO CHARGE!**, dinner on Saturday night at a local restaurant at **NO CHARGE!** for pilots able to participate in the rally!

If that's not accommodating, I don't know what is! The Border Patrol Officials are also donating their LARGE hangar for both days and will talk to the kids about their job as well.

\* We Still Need More Pilots To Help With This Cause \*  
PLEASE HELP !!!

It is a VERY strong possibility that the Los Angeles Times will be doing an article on the program, Fox, Channel 11 will be there, and we're contacting some flying magazines (Inflight etc.)

We need to firm up numbers with the airport, the Police Athletic League, and the hotel, if you can be a part of this fantastic get together. (EAA says this might be the largest in history) PLEASE CALL, Sky Lundy (619) 564-6524 or Coby Lather (800) 795-8292 Ext 280 as soon as possible. We will need to know how many people will be able to participate in the Rally, if you can stay overnight, and join everyone for Saturday dinner or you can sign up for either Saturday or Sunday. From all the children "Hope to see you soon."

- EAA Chapter #1116 "Palm Springs Wings"

(Note: This first day of this event is on the same day as the Edwards Open House)

**WinYEFC 2.x**

For those of you interested, including readers from other chapters, WinYEFC 2.x is successfully working its

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way through beta testing. WinYEFC is the short title for the Young Eagles Flight Certificate printing program for Windows. WinYEFC 1.6 has been in use by chapters all over the country to print sharp looking certificates for Young Eagles. This program is officially recognized and distributed by the EAA Young Eagles office. You can even download it off of the EAA Web Site.

WinYEFC 2.x builds on the successes of WinYEFC 1.6. The big changes are 1) the program maintains a database of pilots and Young Eagles, and 2) automatically fills in the pilot information on the registration form. This alone has cut hours out of the post-rally processing previously required. The program has successfully been used at the last two Chapter 49/1000 flight rallies.

So what's holding up the release? I still need to finish creating the help file so that someone besides me will know how to use it. Hopefully release will come within a few months.

- Russ Erb

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### What? More Air Racing?

That's right! **Jon and Trisha Sharp** are not the only racers in Chapter 1000. **Norm Howell** is participating in the **Copperstate Dash of 1996**, presumably flying his Long-EZ in the Phoenix Class. This race will be held on 12 Oct 96, from Apple Valley (APV) to Coolidge Airport (P08), which is about 40 nm southeast of Phoenix VOR. This is, of course, in conjunction with the Copperstate Fly-In. For those of you quick with calendar, you will note that this date is either a) a couple of days in the future, or b) a couple of days in the past, depending on when I get this newsletter out. So ask Norm at the meeting how he did!

By the way **Norm**, my copy of the rules says "8. All entrants who finish the race will receive their choice of a ground school course or a complete set of Take Off Videos from King Schools, a co-sponsor of the race." Gee, a set of Take Off Videos would be a great addition to the **Chapter 1000 Library**. Tax deductible, too! **How 'bout it, Norm?**

Norm also informed us that International Formula 1 will not be the only racing at the big Fox Field bash. **R.A.C.E.** (Rutan and Composite Enthusiasts) will also be sponsoring a two-heat closed-course race, which I understand is not limited to compost airplanes.

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Has the *Project Police* been able to inspect *Nemesis*? We'd probably have some pointers (that Jon would probably ignore). Hey, what a great program idea!

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### EAA Chapter 1000 on the Internet?

Well, not yet, but in the near future. I have proposed, with the blessing of the Board of Directors, to create a Chapter 1000 Web Page. The content will consist primarily of our "greatest hits" from past newsletters. For instance, did you know that **Bob Waldmiller** and **Norm Howell** published plans for "The EAA Chapter 1000 Standardized

Work Table" back in June 1992? If you weren't a chapter member then, you probably wouldn't have even known to ask.

Discussions with Quantum Networking Solutions ([www.qnet.com](http://www.qnet.com)) have indicated that as a non-profit organization in the Antelope Valley, they will host our web site for (drum roll please) FREE! Can't beat that price!

Proposed topics include Current Newsletters, Schedule of Events, Technical Articles, Flight Reports, Past Program Summaries, Safety, Design Group, Articles of Related Interest, **Project Police** Blotter, Young Eagles Program, Flight Advisor, Chapter 1000 History, Chapter Officers, List of Projects (without names attributed), links to other Aviation Web Pages, and How to Join EAA and Chapter 1000. I will be the point of contact for e-mail inquiries to the Web page. If you have any other ideas or concerns about the Web page, contact me.

- Russ Erb

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### Who's Editing This Newsletter Anyway?

You may have noticed that parts of this newsletter sound more like **Russ Erb** than **Vern Saxon**. I would then complement you on your perceptiveness. Vern was unable to put together this newsletter and possibly future newsletters for a few months. Until then, I've agreed to fill in for him.

**Please note: I'm going on TDY/Leave in November, so please get inputs for the November newsletter in to me NLT 5 Nov 96 (Election Day) so that I can get the newsletter out before I depart.**

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### Chapter 1000 Calendar

Oct. 10-13: Copperstate Regional EAA Fly-In, Gateway Airport, Mesa, AZ. (800)283-6372

**Oct. 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Oct. 17-19: AOPA Expo '96, San Jose, CA. (301)695-2000

Oct. 19: Edwards AFB Open House. Edwards AFB, CA. (805)275-9432

Oct. 26: EAA Chapter 1000/49 Young Eagles Flight Rally, 8:00 a.m., Fox Field, Lancaster, CA. (805)256-4619

Nov. 1-3: Fox Field National Air Races and EAA Fly-In. Hosted by International Formula One, Comarco, Fox Field Airport Association, the 99's, and EAA Chapters 49 and 1000. (805)947-1079

Nov. 9-10: EAA Chapter 14 Airfair '96, Brown Field, San Diego, CA. (916)620-6087

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## ***MUROC EAA CHAPTER 1000 NEWSLETTER***

Nov. 10: Palm Springs Air Museum Grand Opening, Palm Springs Regional Airport, CA. (619)320-1389

Nov. 12: EAA Chapter 1000 Board of Directors Meeting. 5:00 p.m., Edwards AFB. Test Pilots School, Student Conference Room (805)258-8134

**Nov. 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Nov. 23: EAA Chapter 1000/49 Young Eagles Flight Rally, 8:00 a.m., Fox Field, Lancaster, CA. (805)256-4619

Dec. 7-8: Christmas Fly-In, Sun 'n Fun, Lakeland, FL. (941)676-0659

Dec. 10: EAA Chapter 1000 Board of Directors Meeting. 5:00 p.m., Edwards AFB. Test Pilots School, Student Conference Room (805)258-8134

**Dec 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Dec TBD: EAA Chapter 1000/49 Old Buzzards Flight Rally, 8:00 a.m., Fox Field, Lancaster, CA. (805)256-4619

Feb 22-23, 1997: EAA Chapter 1 Open House, Flabob Airport, Riverside, CA.

Warning to Jan Johnson, President EAA Chapter 1: The *Project Police* have already started planning their massive raid on Flabob for 22 Feb 1997. Note: The *Project Police Paddywagon* is back!

(Entries for the calendar can be called in to Chuck Firth (805)273-6109, or sent by e-mail to CompuServe account 103502,1743 or Internet address 103502.1743@COMPUSERVE.COM.)

***FOR THOSE OF YOU WHO MISSED IT, I'M GONNA TYPE REAL LOUD! THIS IS VOLUNTEER SEASON. YOUR HELP IS REQUIRED TO MAKE THE EDWARDS AFB OPEN HOUSE, YOUNG EAGLES RALLY, AND FOX FIELD AIR RACES EACH A SUCCESS!***

Remember, dues are due in January! Only \$15! What a deal! You could even pay early!

For Sale:

Sonera III project. Fuselage and wings 95% complete. Modified for A65 engine. Engine torn down for overhaul but complete with a great many spare engine parts. Includes instruments. Hydraulic brakes. All excellent work. Lost medical and must sell. Asking only \$7500 for all. Call Vern Saxon. 805-258-4505

*Inputs for the newsletter or any comments can be sent to Russ Erb, 805-258-6335, by e-mail to CompuServe account 70033,3046, or 70033.3046@compuserve.com as an Internet e-mail address. -- ed*

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## ***MUROC EAA CHAPTER 1000 NEWSLETTER***

***C/O Russ Erb***

***6708 Doolittle Dr***

***Edwards CA 93523-2106***

### ***THIS MONTH'S HIGHLIGHTS:***

***REGULAR MEETING 15 OCT AT TPS***

***IT'S VOLUNTEER SEASON!***

***ALODINING ALUMINUM***

