

THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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December 1996

This Month's Meeting:



The Giles G-202
Speaker: Howard Judd
Tuesday, 17 December 1996
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

This month our own **Howard Judd** will speak to us about the Giles G-202 from AkroTech Aviation, Inc. He took delivery on a kit just before the Edwards Open House, so he's had a little over a month to study it.

The G-202 is designed for competition aerobatics. It is built of carbon fiber composites and sports a mid-wing. Empty weight is 950 lbs, with a gross weight of 1600 lbs. It has tandem seating for 2, but is only 200 lbs heavier empty weight than the G-200 single seat version. While powered with a 180 HP engine, it is intended to be competitive with aircraft with much larger engines.

Come hear about techniques for building aerobatic aircraft. Maybe we can have a discussion on the differences between building procedures for carbon fiber and other types of composites.

Be sure to join us as we also celebrate the 93rd Anniversary of the Wright Brothers' first flight.

Last Month's Meeting

EAA Chapter 1000
 Scobee Auditorium, Test Pilots School, Edwards AFB
 1700; November 19, 1996
Mike Pelletier, presiding

The Image, The Reality:

I'm at a loss to describe the scene in the first half hour. Pumped, bronzed, Southern California cool pilot types strutting in their Armani-tailored green bags and mirrored sun glasses for the admiring throngs (many buff babes) just beyond the crowd line after a spectacular demonstration of acrobatic skill? Well, no. How about face down in the salsa. You got the picture. The Not-Ready-for-Public-Display EAA Chapter at your service. And we do this without alcohol!

Election Results Ruled Valid: Judge Buys Lexus

We managed to hold elections and they didn't turn out too bad. **Mike Pelletier** returns as President (for Life {or at least until PCS}), and **Gary Aldrich** will be our Vice President. Yours truly has signed on for another tour as Secretary and **Norm Howell** will once again handle the finances as Treasurer. Our Class II directors will be **Ron Applegate**, **Jack Roth**, and **Russ Erb**. Russ will also double as newsletter editor; you know, the guy who points

out my speling errors and writes in every font size but the normal ones (*watch who you mess with...ed*). For those who are interested and may have forgotten, our Class I directors are **George Gennuso** and **Brian Martinez**. The Class I positions are voted in the off year just to keep things from complete disarray after an election. Welcome aboard to the new members of this august body.

Minutes:

We did the right thing. Since we were in a parliamentary mood anyway, the minutes were read and the qualified members of the chapter approved them by acclamation. I've been advised, however, not to make up any stuff about the chapter that's not flattering. See opening for first qualifying attempt.

Guests:

Gloria and **John Humphreys** of Denver came for a visit as the guests of **Connie** and **Gary Trippensee**. They were obviously warned about us; not shocked at all. **Miles**

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Bowen, a C170 owner and employee of Phillips Laboratories, joined and even signed on as a member. We also met **Terry Pierce**, a base employee who doesn't fly and has no project in mind, but likes building things. We will assimilate them, as the Borg say.

Dues Due Dudes and Dudettes:

One of the pleasures of this job is bugging you each year about that little contribution you make to your chapter. Make it now (\$15). Resistance is futile.

Announcements:

We have 1997 EAA calendars for sale at the remarkable price of only \$10.95. Just the gift you've sought for that special someone in your life. Buy one and we won't have to suck up the cost as a chapter. They're actually great calendars; they just didn't sell all that well at the fly-in. See **Mike Pelletier**.

EAA Chapter 1 keeps sending us announcements for their Open House and Fly-In coming up February 22 and 23. They're taunting us, daring us to organize a **Project Police** raid.

How about a halon fire suppression system for your airplane? Comet Distributing has a 1301 system that weighs just over 5 lbs. The kit includes a bottle, valve assembly, mounting brackets and clamps, nozzles, tie wraps, and tubing. If you're interested, contact Bob Edmiston, 909/946-4994.

EAA and Alexander Sportair Workshops are presenting a series of hands-on classes at Chino Airport, January 18 and 19. Some of the topics are fabric covering, working with sheet metal, legal maintenance for certified aircraft, composite construction, and oxyacetylene welding. Reservations are required and there is a fee for each class. Call 800/967-5746 to register. Aircraft Spruce will be there too.

We have a new video in the library entitled "Beating the High Cost of Maintenance." If you've got an annual coming up you may want to check this one out and see if there's anything you can do legally to lower the cost.

We noted with sadness the untimely death of **Ken Flug**, Long EZ pilot and member of Chapter 663. He was 39 and the father of a young family. Ken was working in his backyard when he suffered a heart attack. Take care of yourselves.

Introduction to METAR:

The new weather reporting formats for ATIS, AWOS/ASOS, DUAT, and many other fine acronyms, were briefed by **Larry Patrick** and **Patrick Fitzsimmons** on December 3, at Fox Field. Larry and Pat are employed by Barton Flight Controls, the contractor running the tower at Fox Field. If you missed the briefing, and most of you did, you may want to contact your local FSDO and ask for an FAA publication entitled: New Aviation Weather Formats, METAR/TAF. My copy says you can also contact the

Safety Promotion Staff and ask for ASY-20. The phone is 202/267-7770. You need to know this stuff.

Young Eagles:

Connie Trippensee reported Chapters 1000 and 49 flew 32 kids during the fly-in. That brings us to 564 for the year. The next rally will be December 14 at California City. The crew at Cal City are putting on an airshow, so we should be right at home. Fuel will be priced at \$1.77 a gallon. Connie also announced she will be leaving her position as the Young Eagles Flight Coordinator. She's done an excellent job and deserves big thanks for her work.

On related matters, our planned Old Buzzards Flight Rally has been postponed till February. Why? Something about Chapter 49's not flying too well in the cold. Personally, if I were a member of Chapter 49, I'd take offense at such a comment.

Fly-In and NTPS Class Wrap up:

I went through the post-mortem on both the fly-in and the class I took at the National Test Pilots School in Mojave. Russ has full text articles I've written for Sport Aviation and may print them as part of this newsletter, so I won't say much more (*We'll let you wait until it comes out in Sport Aviation--ed*). We actually made money at the fly-in. The chapter will get a check for about \$500 after expenses. Not a big haul, but certainly better than many predicted. Also, **Lyle Trusty** did some great photos at the fly-in and we'll be showing them at the annual dinner coming up in January. Not part of the article about the fly-in are the names of the People's Choice winners. So here they are:

Best Homebuilt Plans: **Steve Ericson**, Great Lakes N5603C

Best Antique: **Janis and Ron Oglesby**, Waco NC16507

Best Contemporary: **Ron Karwacky**, Cessna 195 N3089B

Best Homebuilt Kit: **Myron Jenkins**, Glasair III N342MJ

Best Classic: **Andrew Hammonds**, Cessna 170B

Best of Show: **Janis and Ron Oglesby**, Waco NC16507

I got a nice letter from **Ron Karwacky** thanking us for the plaque, but taking exception to his class. He's a classic instead of a contemporary. The voting was according to the class noted on the prop card, so I'm not sure what to tell him. He and **Andrew Hammonds** both had nice looking planes.

The Main Event:

Steve Barnard, proprietor of an establishment called Barnard Aircraft Components located in Cameron Park, California, was our featured speaker. You might remember Steve's presentation to the chapter last October. He's an inveterate tinkerer who's made numerous improvements to his RV-6A over the years and turned his hobby/compulsion into a business. Barnard AC specializes in quick build kits

for components of the Vans Aircraft RV-3, RV-4, RV-6, and RV-6A.

When he was here last year, Steve brought along samples of the quick build kits his company offers. Included were landing/taxi light, firewall, and wing kits. All components are cut to size, drilled (pilot or full size), precision located to the assembly point, and ready to install. Many are gold anodized and identified with a part name and number. At the time, Steve claimed a builder could save over 300 hours of construction effort. Paul Rosales, chapter secretary for the 49'ers, bought the wing kit earlier this year and will attest to the truth of that claim. You might have seen his wings at the Fox fly-in project display.

During Steve's previous visit he also showed slides of VS Aero studies performed by Analytical Methods, an engineering firm in Washington state. VS Aero is a package that does computational fluid dynamic (CFD) analysis and plots output in the form of color-coded pressure gradients on the aircraft plan form. Tufting plots can also be done, particularly where flow reversals are expected. The VS Aero data prompted him to experiment with modifications to his RV-6A's wing tips and wing roots. He also reported finding undesirable lift on the main gear fairing, poor flow at the cowling inlet, and significant drag just forward of the canopy. At the time these were just areas of interest.

The past year has been a productive one for Steve. He's validated his change to the wing tips and found another design that seems to work even better. He's also concluded his wing root modification does little to improve the flow at the fuselage but quite probably does improve stability. Another change he's explored is a plug to fill the gaps at the rudder and elevator hinge points. Foam or Dacron cloth are two materials he's tried.

Perhaps Steve's most ambitious improvements have been at the cowling inlets, through the pressure chamber formed by the cooling plenum, and at the cowling outlet. The design uses a laminar flow circular inlet located to either side of the spinner. The spinner is set out slightly using a propeller extension and the gaps inboard on the cowling at the spinner are filled. This is an area where tufting plots showed reversed flow. The plenum creates a 100% seal across the upper chamber and is designed to induct air into the fuel injection servo at about one inch of mercury over the ambient pressure at 5000 feet density altitude. His outlet redesign reduces the area from about 25 inches to 17 inches and works a stagnation point on the lower firewall.

So what do you get for all this? The average RV-6A will cruise at about 180 to 185 mph with a 180 hp engine, constant speed propeller, 8,500 feet density altitude, running 2450 rpm full throttle. Steve has an IO-360, 200 hp fuel injected engine in his RV so he's careful to qualify the improvement claims. They are impressive however. After making modifications to the wing tips, wing root fairings, cowling, induction inlet and a few other less noticeable items his cruise speed (75%) is 220 mph true at 8,500 feet density altitude, running 2700 rpm full throttle. Other stats: economy cruise is 205 mph on eight gpm fuel burn, rate of climb (solo) is 2,700 fpm, and stall with full flaps at 53 mph.

If you're looking at an RV-6 or other Van's aircraft as a project, or you've already started to build, you might want to give Steve a call. Barnard AC, 3327 Wood Lane, Cameron Park, CA. 95692. Phone/fax 916/676-5601.

End Notes:

Harm threatened: Tell me where Tim Phillips is and nobody will get hurt.

-Chuck Firth

President's Two Cents

These are hectic times, as we prepare for the holidays, so I'll keep this short. The big news is that chapter elections are over and we now have a few new faces assuming the chapter helm. First, yours truly was reelected president. Although I am pretty busy, I decided I enjoy heading up the world's best EAA chapter, so I ran again. I hope we can continue to do some fun things in the next couple of months. If you have any requests for things you'd like to see at the meetings please let me know.

The job of vice president is now held by **Gary Aldrich**. He will be taking over from **Vince Sei** in January and he will be setting up programs for the meetings, so if you have something you want to talk about at the meeting, get in touch with Gary. The position of treasurer is still being filled by **Norm Howell**, but there is a possibility he may have to give up the position in the near future due to other obligations. Stay tuned--we may need to elect another treasurer soon. **Chuck Firth** is staying on as secretary, so look for more entertaining commentary from him in the newsletter.

At last month's meeting we also elected three new members to the board of directors. **Ron Applegate** and **Jack Roth** both agreed to help take care of chapter business behind the scenes and were elected to the board. In addition, **Russ Erb** was nominated and elected to the board in absentia. Russ has also been filling in the last couple of months for **Vern Saxon** as the newsletter editor. Even though Vern isn't with us right now, we're all praying that he gets back on his feet soon.

That's all for now. I'd like to thank Vince for his help as VP--he did an outstanding job with the Edwards Open House and made sure we were kept entertained at the meetings with interesting speakers and informative programs. Hope to see you at the next meeting. Have a safe and happy holiday season. *Keep the Spirit!*

- Mike Pelletier



Young Eagles Update

NOVEMBER--

COOL! Young Eagles flying all over the place. The November 1-3 air races were very busy for all and I would like to give thanks to **Doreen Taylor, Cris Peterson, Paula Collard, Len Voelker, and Russ Erb** for ground help. Pilots for both days were **Gary Trippensee, Herb Carlson, Dave Dent, and Gretchen Lund**. The pilots said it was great because the field was closed and they were able to do fly-bys and touch-and-gos. Saturday they flew 18. Sunday they flew 14.

November 16 was a nice fall day. 23 Young Eagles got to fly. Pilots: **Gary Trippensee, Herb Carlson, John Bush, John Burchak, Tony Ginn and George Fischer**. Ground crew was **Victoria Rosales, Paul Rosales, Mark Collard, David McAllister** and a friend Paul invited, **Maria Piorenia**. Also a good old boy from Texas, **Kermit Steria**, a member of Chapter 1000, flew 18 Young Eagles. COOL! 73 for the month of November, and a total of 573 so far for the year. A BIG THANK YOU TO ALL for a successful two years in the Young Eagles Program. It was a great joy to me, working with so many cooperative people.

No scheduled rally for December.

Everyone have a very MERRY CHRISTMAS.....**Concha Trippensee**

Gascolator Bracket Design

When I needed a gascolator holder, I wanted one with the following features:

1. It had to provide a channel for forced cooling air.
2. It had to take up minimum space on the firewall.
3. It had to provide a through-the-firewall fuel connection.
4. It had to be possible to easily remove the fuel cup.
5. It had to easily attach to the firewall, and be very sturdy.
6. It had to be possible for me to make it.

The design I came up with is shown on page 7. The disadvantages of this gascolator holder are that it is a little heavy and it took me much too long to build it. Otherwise, it meets all of my requirements.

- **Charlie Wagner**

Project Police Negotiating Candy

As you know, the best defense that a homebuilder has against a visit by the **Project Police** is a good supply of high-fructose snacks. With that in mind, the following recipe is provided to you in preparation for the **Project Police** holiday ~~raids~~ visits.

Fear not! This recipe has been successfully accomplished by kindergarteners with minimal adult supervision, so it should be doable by first-time homebuilders with minimal spousal support. No pneumatic tools are required.

- 1-1/2 sticks butter, melted**
- 1 18 oz. jar peanut butter**
- 1 lb box confectioner's (powdered) sugar**

Mix above ingredients together until smooth. Press into a 9"x13" pan and chill.

- 1 Large Hershey Bar or 6 normal size Hershey Bars (about 8.7 oz. worth)**
- 1 tablespoon butter**

Melt the above ingredients together. Spread over peanut butter mixture. Chill. Keep in a safe place while waiting for the **Project Police**.

NOTE

Use of a welding torch is not recommended.

CAUTION

To properly melt, the chocolate must be disturbed. Don't yell at it, just stir it as it is being heated. Failure to stir while heating, such as continually heating in the microwave, will result in the chocolate burning in its original shape without melting. This usually leads to another trip to the grocery store.

WARNING

This candy is designed to be extremely effective on **Project Police** officers, and is thus very rich. Even experienced **Project Police** officers will enjoy this candy in chunks measuring approximately 0.750" x 0.750". Don't start on too big of a chunk.

(Please note: This recipe was tested only on Project Police officers. No animals were harmed in the testing of this recipe)

- **Russ Erb**

Where's Waldo?

No, he's not hiding in the funny pages of your Sunday newspaper. **Project Police** operatives noticed the presence

of **Waldo**, aka **Bob Waldmiller** (Chapter 1000 founding member, *Excalibur* builder, and all-around good guy) at the Fox Field Air Races and Fly-In, posing as a mild mannered EAA member. Since Bob had tried to outsmart the **Project Police** by moving to Albuquerque (at the request of the government), thus making him tougher to “inspect,” they took this opportunity to ~~interrogate~~ interview him. (Records do show that Bob was visited by the **Project Police** in Albuquerque on at least two occasions, once by **Officer Moore** (aka “Paddles”) and once by **Officer Erb** (aka “Erbman”).

The **Project Police** were not expecting Waldo to return to the Antelope Valley for at least another two to three years. Thus, you can imagine their collective surprise and ^{maniacal} joy when they found out that Waldo is slated to return to 4400 Knox, Rosamond permanently as of January 1997. That’s right, shortly after you read this. It seems that Waldo has decided to leave his uncle’s business (Uncle Sam, that is) and join fellow EAA Chapter 1000 members **Mike Melville** and **Doug Shane** (and of course Burt Rutan) working at Scaled Composites in Mojave. No word yet on exactly what he’ll be working on. Watch for the first public appearance of the X-35...in amongst the logos you may find a EAA Chapter 1000 patch on it! Especially if **Scott Horowitz** or **Pam Melroy** are lined up to do the test flights...

Paint Booth II!?

Yes, it’s true. **Project Police** intelligence officers, using highly technical and classified techniques (i.e. engaging Chapter 1000 members in casual conversation), have detected the construction of ~~Soviet missiles in Cuba~~ (oops-wrong decade) **Paint Booth II** at the hangar of **Bob Waldmiller** and **Norm Howell**.

Paint Booth I had been constructed in Colorado Springs by **Russ Erb** for the painting of **Bruce Wright’s** RANS S-10 and the Pedal Pitts that was displayed at the Edwards Open House and Fox Field Air Races. It was a fairly simple affair; basically an 8’ x 8’ x 16’ box frame built of 2x4s, covered with plastic held in place with staples and duct tape. It was pretty high tech for its day, having a working door and locations for household heater filters for intake and exit air. Lighting was from four fluorescent shop lights set on the roof of the booth. A simple box fan at the inlet produced enough flow to inflate the walls of the booth and keep air moving through. It worked very well, except the heater filters only did a fair job of keeping the airborne paint droplets inside the booth. A large amount of paint still made it out to the exhaust fan, which was not explosion-proof.

Another problem the paint booth posed for Russ was what to do with it when he moved back to Edwards. About that time, Norm was visiting in Colorado Springs and recognized the paint booth for what it was. A deal was immediately struck to set up the paint booth in Norm’s hangar upon Russ’s return. The paint booth was delivered to Norm’s, but was not set up due to more pressing

commitments. It’s really annoying how work gets in the way of the important stuff.

In the interim, in a recreation of the Chapter 1000 Standardized Work Table genesis, Bob and Norm once again were inspired by the spirit of Steve Austin, saying “We can rebuild it. We have the technology.” Thus was born Paint Booth II. It is reported to be bigger and better than the original, and sturdier too. Reports note use of drywall siding. An improved air handling system will be installed. Additionally, ports will be available for both compressed air for paint spraying and vacuum for vacuum bagging. Thus, the booth will also be usable as a slightly-above-room-temperature autoclave. When complete, the paint booth, like the rest of the hangar workshop, will be available to all Chapter 1000 members. Just make the appropriate arrangements first, and clean up after yourself, lest you suffer the wrath of Norm!

Lessons learned: Good lighting is important in a paint booth. It’s very difficult to have too much. I have seen a professional paint booth that had lights not only in the ceiling but in the walls as well. There is one major disadvantage of just using fluorescent lighting. The spectrum of shop lights and other fluorescent bulbs is rather lacking in the red wavelengths. I noticed this while painting the Pedal Pitts. Inside the paint booth, the red paint looked unmistakably ORANGE! This can really mess up your mind when you’re trying to determine if you’ve sprayed the right color! Bringing the parts out into sunlight or incandescent lighting showed the proper red color. ***Paint Booth II should be illuminated using fluorescent lights for brightness, supplemented by incandescent lights for proper color interpretation. (R1)***

Chapter 1000 Library Expands

Although **Norm Howell** has asked to withdraw from being a chapter officer, he just can’t bring himself to be totally uninvolved. As such, he has volunteered to become the chapter Librarian. Maybe it had something to do with the fact that he is the only chapter member (apologies if we forgot someone--speak up and you can be assistant librarian) who happens to work in the same building (i.e. TPS) as the chapter library.

Norm has not taken this job lightly. Already he has ~~usurped~~ obtained twice as much space for the chapter library as was previously available. Also thanks to Norm, the library now contains all 13 of the King Take-Off videos. Norm received these for participating in the Copperstate Dash air race and graciously donated them to the chapter library. (Which may have had something to do with the ~~blatant~~ gentle suggestion a few newsletters ago...but hey! What a nice \$377 tax write-off!) **Thanx, Norm!**

The library also contains many other videos and back issues of *Sport Aviation* all the way back to...well, I don’t remember, but it was long before most of us had even heard of EAA! Several books are available, including Tony Bingelis’ series of books (a must read for all builders) and **Russ Erb’s** report on performance flight testing the 150

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horsepower Cessna 150s at the USAF Academy. (So what? your thinking...it has an excellent section fully describing the test techniques and data reduction methods. Several members of the Flight Dynamics section at Edwards have requested copies for their personal archives. This report details some of the types of testing you might want to do on your homebuilt.)

Where is it? At TPS, instead of heading all the way to the auditorium for the meeting, hang a right and go down the really, really long hallway. After passing the pictures of all of the TPS classes, you will come to a quasi-end of the hallway with a door. Go through the door and make the first left. This is the TPS library. Inside of it you will find the Chapter 1000 library.

One drawback--the library is basically only open during duty hours (0730-1630). Alternatives: 1) Visit it right before the next chapter meeting instead of stuffing your face on *Project Police* snacks. 2) Call, write, or e-mail Norm to make arrangements to pick up a desired item.

Always remember to sign out what you borrow so we'll know where to find you ~~when~~ if you forget to return it!

Facetmobile Web Site

This came to us via Vern Saxon:

Subject: Facetmobile web site
Sent: 96.11.08 06:36
Received: 96.11.08 08:37
From: Barnaby Wainfan, SlickLynne@aol.com
To: Dennis Garbis, dennisg@primenet.com

Dennis

I forgot to give you the URL for the Facetmobile web site last night

it is: <http://users.aol.com/slicklynne/facet.htm>

Barnaby

Quickie Member Quiz

Did you know that one of our members has been holding out on us? One of our members has an airport, seaplane base, lake, dam, and resort in New Mexico. The *Project Police* found out about these while driving I-40 just west of Tucumcari, NM. We know that these areas must belong to this member because they are all named for this member. To find out who this member is, pull out your Albuquerque sectional and look to the coordinates of N 35° 22.0' W 104° 11.2'. Or fire up your favorite flight planning program and look up the identifier E89.

Chapter 1000 Calendar

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

Jan. 11: So. California Airline and Aviation Expo, Atrium Hotel, Irvine, CA. (310)434-6701

Jan. 11-12: Pomona Valley Air Fair, Cable Airport, Upland, CA. (909)982-7173

Jan. 14: EAA Chapter 1000 Board of Directors Meeting. 5:00 p.m., Edwards AFB. Test Pilots School, Student Conference Room (805)258-8134

Jan. 18-19: Alexander Sportair Workshops. Chino, CA. airport. (800) 967-5746

Jan. 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Feb. 11: EAA Chapter 1000 Board of Directors Meeting. 5:00 p.m., Edwards AFB. Test Pilots School, Student Conference Room. (805)258-8134

Feb. 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805)258-8134

Feb. 22-23: Chapter 1 Open House and Fly-In. Flabob Airport, Riverside, CA. (909)686-1318 Get your *Project Police* nametags from Norm Howell!

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

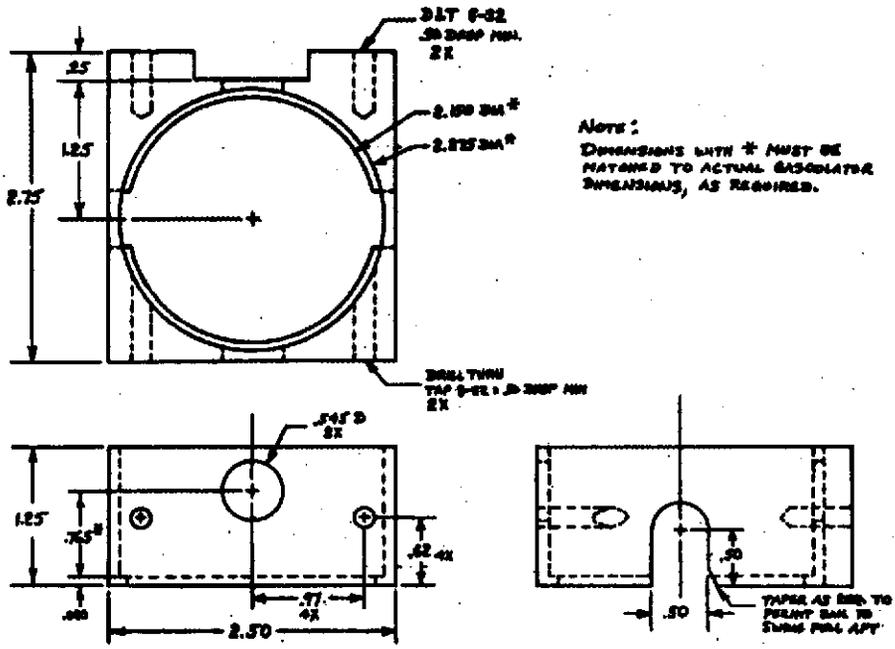
(Entries for the calendar can be called in to Chuck Firth (805)273-6109, or sent by e-mail to Compuserve account 103502,1743 or internet address 103502.1743@COMPUSERVE.COM.)

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

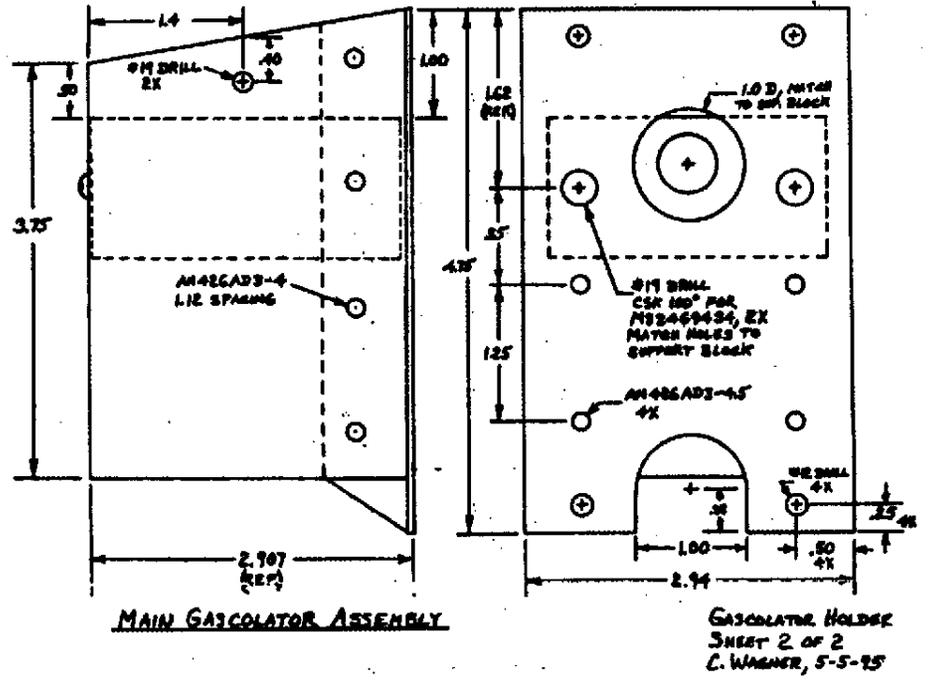
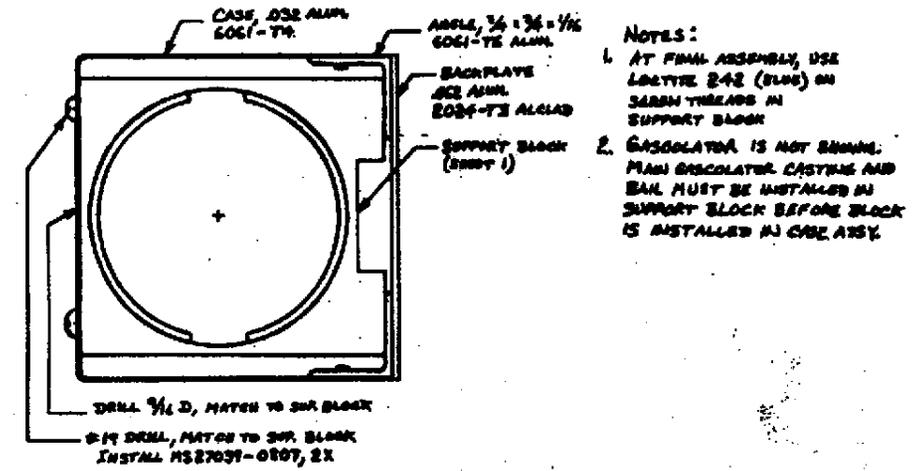
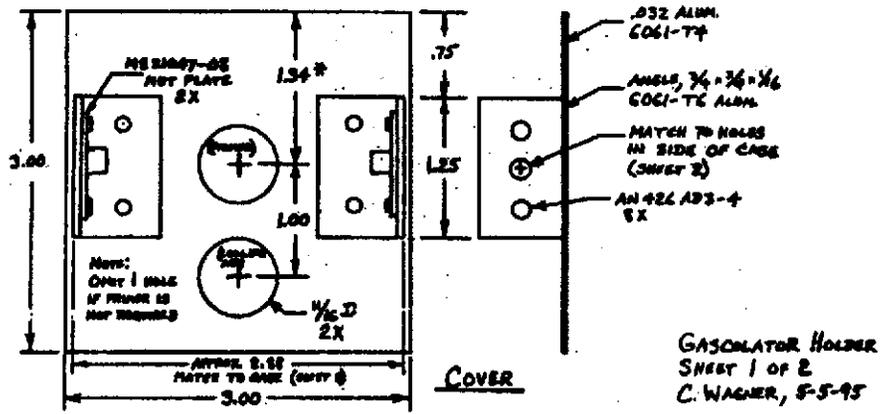
For Sale:

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1955 PA-22-150, TRI PACER Project, 3700TT, 1800SMOH, partially restored, tail surfaces recovered, fuselage structure primed and Ceconite envelope installed, many new parts, transponder and encoder. Most materials to finish, \$8,500 (619)373-3779



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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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C/O Russ Erb

6708 Doolittle Dr

Edwards CA 93523-2106

THIS MONTH'S HIGHLIGHTS:

REGULAR MEETING 11 DEC AT TPS

PROJECT POLICE NEGOTIATING CANDY

GASCOLATOR BRACKET DESIGN FROM CHARLIE WAGNER

