

# THE LEADING EDGE

## NEWSLETTER OF MUROC EAA CHAPTER 1000

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January 1997

Chapter 1000 meets monthly on the third Tuesday of the month in the USAF Test Pilot School Scobee Auditorium 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:



**Aluminum Wing Rib Forming Techniques**  
**Speaker: Russ Erb**  
**Tuesday, 21 January 1997**  
**1700 hrs (5:00 PM Civilian Time)**  
**USAF Test Pilot School Auditorium**  
**Edwards AFB, CA**

Russ has just completed a very successful holiday period beating out aluminum wing ribs for his Bearhawk. 46 nose ribs are made, but there are still a bunch of center and back ribs to be done. Russ will be demonstrating his techniques for precisely and repeatably shaping the rib blanks using a common router, bending and fluting the flanges, and pressing flanges into the lightening holes (which have nothing to do with static electricity buildup). Come see what really happens when a flange is bent over a convex curve, which results in too much metal for the space available, and how fluting accounts for this. Even RV builders have to flute their ribs.

Come also to find out the preliminary details on *Operation Rubidoux Sundown V.* (CLASSIFIED/PPSNTK [Project Police Special Need To Know]) This is the first big operation of the year, and you are needed!

### Project Police Blotter

The *Project Police* report that "Now is the time for all good EAAers to come to the aid of their chapter by paying their dues! Just \$15!"

If you can't make it to the meeting, then mail a check for \$15 made out to "EAA Chapter 1000" to Norm Howell, EAA Chapter 1000 Treasurer  
 4400 Knox Ave  
 Rosamond CA 93560



## Annual Awards Dinner

for EAA Chapters 1000 and 49.  
 Saturday, 26 January 1997  
 6 pm (1800) Social, 7 pm (1900) Dinner  
 Antelope Valley Inn Convention Center  
 44055 Sierra Highway, Lancaster CA

### FEATURING

**Flora Belle Reece**

**Women's AirForce Service Pilot (WASP)**

**describing her aviation experiences during WWII**



"Fifinelle" © The Walt Disney Company

Lots of door prizes too (*I could use a new door...*)!

**TICKETS: \$20.00 a piece**  
 Buy them at the January meeting or see any Chapter 1000 Officer

Everyone who's anyone in EAA in the Antelope Valley will be there! Be sure you're counted amongst the throng!

See our own **Norm Howell** get another "Round TUIT" award...find out who's flown the most Young Eagles in 1996...Recognize 1996's First Flights...Be seen in the company of other outstanding aviation folk like yourself!

### Last Month's Meeting

#### EAA Chapter 1000

Scobee Auditorium, Test Pilots School, Edwards AFB  
1700; December 17, 1996

**Mike Pelletier**, presiding

#### Better Behavior Incorporated:

Apparently our bad boys and girls got the word and decided this month's pre-meeting soiree would be a calmer, more refined affair. Or perhaps they were spent from all that holiday shopping. At any rate, it was a subdued group. Nothing like the zipper-suited sun gods of November. I'd capitalize sun gods, but they're already busting out of their bags.

#### Minutes:

We read them. We read them again. We hung our heads but had to agree they were accurate. Approved.

#### Guests:

**Mike Meyer**, an armament engineer on the B-2 test program, joined us for our December meeting. Mike says he's interested in something glass with four seats. We gave him a few more suggestions than he really wanted.

#### Do Dues or Be Done:

January is when one of your more important monetary contributions is made. We expect all of you to do your duty and pay up. Only \$15.00. (*Warning: This isn't the last you'll hear about this*) Do this before April when the real shysters take a much bigger bite out of your wallet.

#### Postal Blues:

This is also a good time to update the mailing list. If you're getting your newsletter late or don't hear from us very often on the phone, it may be because we don't know where you are. You may like the situation, but we don't. We want to know where you are and you've already been warned about the possibility of **Project Police** visits. Rough, rough customers. Very postal at times. Hide your tools.

#### Announcements:

**Mike Lamb** and **Stormy Boudreaux** have name tags to pick up. I know you both are out there because I've either seen you or talked to you on the phone. Don't make us come to the house. You don't keep enough high-fat food around to keep the **Project Police** from getting out of control. You know what we do to sprinkler systems. It's not pretty, so just show up and get the tags.

We have 1997 EAA calendars for sale. Buy one and help the chapter. Buy one before this whole thing gets ugly. See **Mike Pelletier**. \$10.95 a piece, or pay \$11 and donate the nickel to the chapter. Really drives the accountants nuts.

1996 chapter service awards were presented by Mike. The awards consist of a certificate suitable for framing and rocker patch for the garish, overly adorned flight jacket of your choice. Chapter officers recognized were **Vince Sei**, vice president, myself as secretary, and **Norm Howell**, treasurer. Also recognized were **Doug Shane**, **Doug Dodson**, and **Norm Howell** as flight advisors, and **Bob Daniel** as technical counselor. I've forgotten someone? (*Yea! Your Newsletter Editor!!!*)

Last year when Mike and I met with **Bob Mackey**, executive director of the EAA chapter office, at the annual Flabob Open House, we discussed the possibility of a West Coast fly-in. Of course, EAA chapters out here have discussed the possibility for years. So what's different? Apparently, the chapter at Oroville is interested in actually doing the hard work of putting it together. **Brian Martinez** has volunteered to be our representative.

**Russ Erb** is working on a web site for the chapter. Since we're a non-profit group, the local Internet service provider, Quantum Networking Solutions ([www.qnet.com](http://www.qnet.com)), has offered us space on their server for free. Russ has promised that our site will be so radically different from any of the other 600,000 plus sites out there, that we'll attract thousands of page hits daily (*I did? Suggestions are always welcome--I'm working to make sure it won't be excessively slowed down by gratuitous graphics with little value added like 599,875±2 of those sites out there*). Maybe we can sell calendars over the Internet.

**Jeff Pontius**, a resident at the Rosamond Skypark, is offering hangar space in exchange for about three hours flying time monthly. If your plane needs a roof and you wouldn't mind sharing your ride, give me a call or see me at the next meeting and I'll put you in touch with Jeff.

**George Gennuso** has found a way to make up t-shirts with the logo from the National Air Races and EAA Fly-in last November or the chapter patch design for about \$10.00. If you're interested see George.

#### The Big Banquet:

The Antelope Valley Inn will be the site of this year's banquet January 25. Social hour at 6:00 p.m. and dinner at 7:00 p.m. Our featured speaker will be a former WASP, one of the many women who flew everything in the Army Air Corps inventory and did just about every kind of mission with the exception of combat operations during WWII. Tickets are \$20.00. We've had a lot of fun in past years so come on out. Seating is limited, so make reservations now. Call or see any of the chapter officers about tickets.

## Program:

**Dave Vanhoy** and **Howard Judd** were our featured speakers for December. Dave and Howard are the proud owners of a new Giles G-202 kit. Dave got things started while Howard debriefed a KC-10 mission earlier in the day.

Dave explained the G-202 is a two place version of the Giles G-200 that has been available since 1992. The G-200 and G-202 are offered by AkroTech Aviation, located in Troutdale, Oregon, a small community just outside Portland. Kit prices, according to my copy of the December KitPlanes magazine, are \$45,500 for the G-200 and \$56,500 for the G-202. The kits are complete with basic instruments, although no engine is provided.

Both Dave and Howard were looking for a design that would allow for a combination of competition-level aerobatics and cross-country flying (not necessarily at the same time) at an affordable operating cost. Dave is the owner of a Pitts Special, and at 150 hp. felt it was underpowered for the kind of flying he wanted to do. At first, the order of business was go places, then aerobatics. After getting a look at the G-202, it became aerobatic, then go places.

From the spec's, the G-202 looks like the right combination. The G-202 is an advanced composite (carbon fiber) monoplane that can compete as an unlimited aerobat. Top speed is 253 mph with a Lycoming IO-360 up front. Cruise is about 200 mph with a range of 900 sm. Performance is also good. Climb is 2500 fpm on a standard day, and from a Sun and Fun video of Wayne Handley flying the G-202 shown during the presentation, it's clear the aircraft is nimble and responsive. Crisp rolls and very quick loops were plentiful. As Dave put it, it's reckless abandon capable: a plane that doesn't limit the pilot in any way.

Howard arrived from his debrief and was able to narrate a short video about the kit's arrival at his house in Rosamond. One very large box on the back of a flatbed trailer delivered curb side. Now what? Small problem of getting from the curb to garage and inside. Think about it overnight. Hey, the Egyptians solved problems like this. Needless to say, it got up the drive and through the door, barely, and was uncrated. The only casualty was one clutch. Dave and Howard will offer the box as the *Project Police* guest house on future visits.

We were also able to get a look at the kit parts for the vertical stabilizer. The carbon fiber is a high temperature pre-preg composite and consequently very light. The fuselage is a pure monocoque without welded steel components of any kind. Factory work includes all key alignments and cures. The builder does structural bonds using Hysol adhesives that cure at ambient temperature.

According to the books, Dave and Howard have about 1200 hours of build time in front of them. What's your bet a few more hours will be required? The plane looks like a lot of fun and the project will be a good one. We'll give them a grace period and then schedule a visit to, you know, help.

## End Notes:

Is **Tim Phillips** in South Carolina? We've had an unconfirmed sighting.

-**Chuck Firth**

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## President's Two Cents

Since this is the first newsletter of the year, I was tempted to talk about everyone's favorite subject--New Year's Resolutions. Since I am not one to make said resolutions, I didn't think it fair to preach to you about how important it is to make resolutions and stick to them. Instead of taking on a subject I'm not qualified to write about (although that hasn't stopped me in the past) I'd like instead to talk a little about where I hope to go with the chapter this year and what goals I'd like us to achieve.

Goal one is to see the board of directors become more active and expand their role in conducting chapter business. In the past, board meetings have been attended primarily by only the officers, which meant the officers then got stuck doing most of the work planning and organizing events, as well as conducting chapter business. As a goal I'd like to see each monthly board meeting attended by every board member--not just the officers--and the workload get spread around some. Being a board member gives you some insight into the chapter without having the full responsibility of being a chapter officer. Since our chapter has a lot of transient members, an active board ensures there will be people trained to step up when others move on.

Goal two is to broaden our programs to include more hands-on demonstrations and training in aircraft construction skills. We've done a good job in the past presenting new products, but I'm afraid we've fallen short when it comes to providing you with the skills and confidence in those skills you need to actually build an aircraft. For instance, I'd like to have a few programs where people can learn (or at least be exposed to) welding, basic sheet metal work, composite layups, and even basic aircraft maintenance like spark plug and wheel and tire changes. To hold these types of programs requires people with knowledge and raw materials. We need volunteers who will provide each. The board and I will be sitting down this month to brainstorm programs for this year, but we need your help in putting some of these I've mentioned together.

Goals three and four I'd like to achieve this year are to have more fun and increase the chapter membership by at least 12 members. Having **Russ Erb** back with the *Project Police Paddy Wagon* should help us in the fun department. Russ is always quick to volunteer to drive to all the flyouts, and those are great ways to meet other chapter members and spend a day checking out airplanes. Just remember to offer the driver a few bucks for gas or buy him or her lunch. In each newsletter we include a calendar of events to make it easy for you to check out upcoming events and block out your calendar. The big social event for this month is, of

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course, the Annual Chapter 49/1000 banquet, where we recognize the accomplishments of both individuals and our chapters. Come on out and get to know some of the other chapter members. Details about the banquet are scattered throughout the newsletter.

Increasing chapter membership by 12 should be easy--just one new member a month. Each of you can help with this goal--talk to your friends and coworkers and then bring them to the meetings. Once they see what an active, outstanding chapter we've got they'll be powerless not to join. Resistance is futile. As an added incentive, I'm offering a free 1997 World of Flight calendar to the first four members who get a new, paying member to join our chapter. Remember to tell your potential recruit they have to join the national EAA as well. Stress that EAA isn't just about people building airplanes--EAA is the one organization that covers all of sport aviation--from ultralights to warbirds. EAA truly offers something for everyone.

So, not a word about resolutions, but hopefully a clear idea of what I'd like to do with the chapter this year. Some may argue these goals aren't lofty enough, but I think they're a good start. If you have any other goals for our chapter you'd like to add, see me or one of the other officers. See you at the next meeting. *Keep the Spirit!*

- Mike Pelletier



### Young Eagles Update

HAPPY NEW

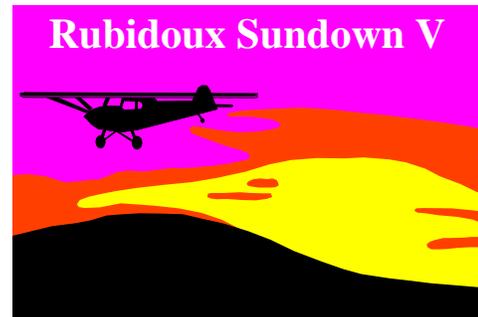
YEAR TO EVERYONE!!!!!!

I hope to see everyone at the airport having fun and flying next year. Happy landings!

1996 was a very good year to me. The Young Eagles Program was another success thanks to ALL of you that helped in the air, on the ground, and just plane support.... I am hoping someone will come forward and take over the Young Eagles Program. It is soooooo rewarding. The parents and children are so grateful for what the local EAA chapters do in this community. I had a Mrs. Robinson come up to me during the air races to thank us for the EAA Young Eagles. Her son Daniel Robinson flew three years ago. Later he joined the civil air patrol and just this year, he soloed. We are making a difference. The number of children flown by Chapters 49 and 1000 is

569. THANK YOU! THANK YOU! I really loved working with everyone, you made my job easy.

- Concha Trippensee



### Operation Rubidoux Sundown V

Plan now to participate in the biggest **Project Police** operation of 1997, **Operation Rubidoux Sundown V** on **22 February 1997**. On this date, the **Project Police** will descend upon visit the Flabob airport for the EAA Chapter 1 Open House and Fly-In to inspect, evaluate, and terrorize whatever we happen to find there. The tough but fair **Project Police** will issue citations and offer suggestions as required. After a day of making the Fly-In safe for EAAers, the **Project Police** will sit down with our fellow EAAers for a hearty banquet and a motivational after-dinner speech by NASA Astronaut **Frank Borman**, veteran of Gemini 7 and Apollo 8. Oh, yea, he did that President of Eastern Airlines thing for a while.

**Operation Rubidoux Sundown** traces its history all the way back to May 1992 at the first annual **Airport Barbecue and Scotty Horowitz Going-Away Party**. This was the first big event that Chapter 1000 pulled off. In fact, we weren't even officially Chapter 1000 yet. At this shindig, **Jan Johnson** (then and now President, EAA Chapter 1) and **Ray Stits** (Founder of EAA Chapter 1 and inventor of the Poly-Fiber (Stits) process) came up to Fox Field to check out what those nuts up in the desert were up to. The following February, we returned the favor by taking a contingent of the **Project Police** to the Chapter 1 Open House. In 1994, this annual operation was given its official name, presumably by **Bob Waldmiller**. This event has continued each year, and has become one of the major events in the year for Chapter 1000.

#### So How Do I Participate???

If you have an airplane available to you, you can fly in, of course. Be sure to place a sign, at least 8.5" x 11", identifying your aircraft as a **Project Police Aerial Assault Vehicle**. If not, contact **Russ Erb** to reserve your spot in the **Project Police Paddy Wagon**. (805-258-6335 or 70033.3046@compuserve.com).

**MORE DETAILS AT THE MEETING!**

**Corrosion Protection—Introduction**

*(This begins a series of articles on corrosion control of aluminum structures promised to us in the November 1996 "The Leading Edge.")*

As I told our newsletter editor, "If my grandchildren are going to ride in your airplane, then you better build it so that there is no hidden corrosion." I kept telling him what to do (*he did!*). He then told me to either "put up or shut up" (*I did!*) and write what to do and how to do it. I am not about to shut up when it comes to my grandchildren (*as for his own kid...*).

Please note: As a designer my job is to specify what is to be done. As a builder or mechanic I have little experience in "how to." In later articles I will rely on co-workers to help me define "how to." Perhaps I can cover some subjects showing the differences and similarities between aircraft manufacturing and homebuilt "industries".

There are many types of corrosion. This article is strictly a brief introduction to the subject. To prevent the most common types of corrosion in aluminum structures (sheet metal and extrusions), I specify the following procedures during building:

**1. Inside structure not exposed to weather**

- a. chemical conversion coating
- b. one coat of epoxy primer
- c. seal faying surfaces
- d. install fasteners "wet"
- (e. I personally like to add a coat of primer after assembly because of condensation)

**2. Inside structure occasionally exposed to weather (baggage compartment or under fabric)**

- a. chemical conversion coating
- b. two coats of epoxy primer
- c. seal faying surfaces
- d. install fasteners "wet"
- e. one or two coats of paint (two for looks)

**3. External surfaces (not natural aluminum finish)**

- a. chemical conversion coating
- b. two coats of epoxy primer
- c. seal faying surfaces
- d. install fasteners "wet"
- e. two or more coats of epoxy or polyurethane paints

One of the chemical conversion coatings is Alodine 1200 made by Amchem Products, Inc, Amble, PA. This is the recognizable name and Alodine 1201 (for brushing) is readily available from Aircraft Spruce and Specialty Company. Charlie Wagner has covered this quite thoroughly with Chapter 1000 (*The Leading Edge, Oct-Nov 1996*). The two things I wish to add is that I recommend brushing (as Aircraft Spruce mentions in their catalog) and

be careful of the disposal of the rinse water. I will try to have more on both next month.

There have been many changes in primers since I learned to spray zinc chromate on everything. More on them in the future.

Sealing faying (adjoining) surfaces is the most important to prevent hidden corrosion. The idea of sealing faying surfaces is what the old ship builders did using pine tar between planks (faying surfaces) to prevent leaks.

As a sealant, the Navy primarily specified MIL-S-8802, but now there is a lower density AMS 3281, which the Air Force is now specifying. AMS 3281 has a limited shelf life, but is available in small cans (from where, I don't know yet). There are other specifications and some questions of availability which I will research.

Some people seal using only primer during and after assembly. Sealing with primer is usually not sufficient because this procedure tends to not fill voids, which allows moisture to collect. Spraying primer after assembly does help seal joint edges but not voids.

Sealing faying surfaces is as important between "same metal" surfaces as between dissimilar metals. Later I will present a horror story or two that should convince you to take the extra time to "seal faying surfaces".

Sealing faying surfaces takes care of electrolytic corrosion, of which salt water corrosion is the best known. It does not take care of intergranular, exfoliation, or stress corrosion. **There are also concerns about electrical bonding too.** More on them later.

There has always been plenty published on paints, but in the future (sometime) I will review those systems I have specified for specific applications.

A good practical book for maintenance is "Aircraft Corrosion Control," originally published by IAP, Inc. According to "Craig" at 1 (800) 443-9250 the book order number is now JS312630 from Jeppesen Sanderson, 55 Inverness Drive East, Inglewood, Colorado, 80112. It is also available from EAA (1-800-843-3612, stock number 21-37597, \$10.95)

More Later.

- **Lee H. Erb**

EAA Chap 1000 Det 5, Arlington TX  
105043.2122@compuserve.com or (817) 275-8768

*(Frank Roncelli, Technical Counselor, EAA Chapter 49, was heard to say on a recent project tour that he once had the opportunity to open up a section of an old DC-3/C-47 wing. Anywhere two pieces of aluminum touched, i.e. rivet joints, there was significant corrosion. Portions of skin panels that did not touch other structure were still shiny bright like new. Douglas may not have thought that these aircraft would continue to fly as long as they did, but I don't think we want to build our aircraft with a wartime mindset, i.e. the aircraft would be shot down within a month or two, so corrosion control was not important.--ed)*

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### WinYEFC 2.2 Released

In the closing days of 1996, WinYEFC 2.2 was finally released to the world. This is a major update to the Young Eagles Flight Certificate printing program for Windows, which was mentioned in the October 1996 newsletter. This program is available on Compuserve (GO AVSIG, search for WINYEFC) and has already had 7 downloads in about two weeks. It can also be downloaded from the Young Eagles [Web Page](http://www.eaa.org/youngeagles/pilinfo.html) (http://www.eaa.org/youngeagles/pilinfo.html).

- Russ Erb

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### Book Review

*Cessna: Wings For The World* by William D. Thompson. Available from Aviation Book Company, 800-423-2708, \$20.

This is an outstanding book about the history of Cessna and the development of the single-engine aircraft. Unlike many such books, this one is written by a man very well qualified to do so. Bill Thompson spent 28 years at Cessna as an engineering test pilot and Manager of Flight Test & Aerodynamics.

Unlike programs we're probably more familiar with, like the B-2 or the F-22, Cessna found that it was generally cheaper to develop light aircraft by flight test (fly-fix-fly) than to do extensive wind tunnel or analytical study. As such, the history of Cessna flight test is essentially the history of the aircraft development. Not only does the book chronicle the developments, but it also details the reasons behind them. Also apparent is the ongoing strain between engineering and marketing. The following are some snippets of the items discussed.

The Cessna 172 became the ubiquitous vision of the light airplane. However, it never would have come to be if it wasn't for Piper. In 1954, an engineer started developing an experimental nose gear for the 170. A Sales Manager happened to see this, and ratted on them to the Vice President of Engineering, who immediately ordered it destroyed. The boys in engineering, being smarter than the boys in marketing, merely disassembled it and stowed it away. After all, Cessna was in the business of making tail draggers. Also, there was concern about suitability for taxiing on soft fields and in high winds, not to mention the extra drag.

Even considering all of these disadvantages, Cessna management could not deny that the Piper Tri-Pacer sales were accelerating. It seems the public was willing to take the risk. As such, the nose wheel modification was given the go-ahead and the old test nose gear was pulled out of storage. Even then, there was much development to get the nose gear to operate as well as it eventually did. Most of this development was done in secret so as not to tip their hand to other manufacturers.

The large rear window on the Cessna 150 and later 172s was opposed by engineering, as creating additional separation drag and thus reducing climb and speed performance, along with additional buffeting of the vertical tail on the slender tail cone. As it turns out, all of these fears were realized. I have even had to adjust flight test data to account for this additional drag. In the end, though, it didn't matter--the new look did wonders for sales, so it stayed.

The swept tail of later Cessnas was another marketing driven change, since it actually reduced rudder effectiveness and thus caused problems with spin recovery. A large amount of print is devoted to discussions of spin characteristics.

The drooped wing tips of later Cessnas were again thanks to marketing. While originally an engineering attempt to reduce induced drag, they resulted in no noticeable change. Again, marketing saw them and thought they looked cool. Even if they didn't reduce drag, they LOOKED like they did. So they stayed.

In addition to these stories, many things are discussed that you probably had never heard about. For instance, Cessna tried to develop a 2-control system (like the Ercoupe) without success. They had a few BLC (boundary layer control) aircraft that were built for research purposes. Did you know that at one time Cessna built helicopters? Don't look for them at the fly-ins--there were problems and eventually Cessna bought them all back and destroyed them.

In closing, a very interesting book, and especially so for anyone with a background in flight test. If you are considering a modification to your homebuilt, you might consider reading this book first. Cessna may have already tried it and found it not to work.

- Russ Erb

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### Tool Search

Just curious--does anybody know of anywhere a homebuilder could get access to an 8' sheet metal shear? It would be very convenient when I get ready to build my wing spars. If you know of somewhere, please tell **Russ Erb** at 805-258-6335 or 70033.3046@compuserve.com.

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### Quickie Hardware Quiz

Why doesn't Aircraft Spruce (or anyone else) stock an AN3-18A bolt? No, it's not an error or a lack of demand. And don't try calling **Charleen Barrett** trying to special order one.

If you think you know why, see your friendly Newsletter Editor to check your answer.

# AN3-18A???

**Chapter 1000 Calendar**

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

Jan. 25: Annual Chapter 1000/49 Banquet, 6:00 p.m. Antelope Valley Inn, Lancaster, CA. (805)942-7149

Feb. 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysvale School. 1233 W. Ave. J-8, Lancaster, CA. (805)942-7149

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: San Gabriel Valley 99's Weather Workshop, 9 a.m. to 4 p.m., Bracket Airport, CA. (818)967-5882

**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

Mar. 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysvale School. 1233 W. Ave. J-8, Lancaster, CA. (805)942-7149

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

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

Mar. 22: Open House and Airshow, 10 a.m. to 4 p.m., Riverside Municipal Airport, CA. (909)683-7263

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

**For Sale:**

Sonerai IIL 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

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

2 Bose Series I headsets with portable interfaces and one NiCad battery pack \$1500  
Sigmatek Gyro Horizon and DG \$150 each  
Narco AT150 Transponder fresh factory overhaul \$800  
3 blade performance propeller for Long EZ/Cozy, 135-150 HP, SAE 2 flange, 7/16" bolts just refinished \$900  
All prices are OBO  
Norm Howell (805) 256-1643

Alm. G.M. 215ci. \$1500.00. Overhauled and ready for reduction gear drive - needs fuel inj. or carb exhaust .

\* 3 alm. Blocks, 4 sets of alm. Heads, 1 set of 300 alm. Heads, 2-300 cranks, alm intake manifold & steel forged rods, ultra dyne cam & 263ci (240-250HP)

\* Mod. Mustang plane, plans, manual -- \$4,500. Includes 1/4" windshield, tri gear (on gear), rail and seat frames finished (rail installed); controls made (not installed); brakes (both sides); elev. Finished; horz. Tail finished (except tip); rudder & vert. finished (except tip sand riveting on rudder); wheel with brakes & seals, New tires; all alm. to finish project.

Call Bill (602) 977-6049 or "Doc" Davis (805) 722-0693.

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(If you have already paid your dues, please disregard this notice. Our treasurer thanks you)

\*Early Bird Special: \$1.25 per month for 12 months. You do the math.

*Contact our officers by e-mail:*

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**1997 Dues (\$15) Are Due! Get The Point?**

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**THE LEADING EDGE**

**MUROC EAA CHAPTER 1000 NEWSLETTER**

**C/O Russ Erb**

**6708 Doolittle Dr**

**Edwards CA 93523-2106**

**THIS MONTH'S HIGHLIGHTS:**

**REGULAR MEETING 21 JAN AT TPS**

**INTRODUCTION TO CORROSION CONTROL**

**OPERATION RUBIDOUX SUNDOWN FEB 22**

**1997 DUES ARE DUE (\$15)!**

