



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

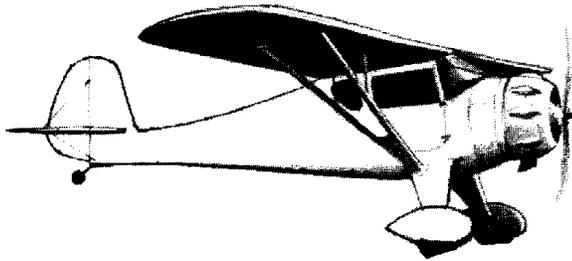
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<http://www.eaa1000.av.org>

November 1999

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

This Month's Meeting:



THE VOICE OF EXPERIENCE

Speaker: Frank Roncelli
Tuesday, 16 November 1999
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Well, it's already November and I'm looking forward to a nice turkey dinner with all the trimmings for Thanksgiving. You probably are too...but, wait! We've got something just as tasty for our November meeting. I've finally convinced **Frank Roncelli** to come out and speak at our meeting. Frank wasn't real sure about what he wanted to talk about when we spoke but he promised that he would "dig" up something interesting. Now, if you know Frank, you know he has a vast knowledge of aviation going back to the 1940's. He also spent 30 years working for Lockheed in all facets of aircraft construction. And, he is just a really great person that makes you just want to hang around with him, he's always so helpful. Personally, I can't remember a time that I have asked Frank an aviation question that he wasn't able to give me an answer or tell me who to go talk to.

So, we're looking forward to an exciting and informative evening with Frank, and as always, come on out and enjoy the schmooze time before the meeting and the gourmet dining at the BK Lounge afterwards. See you there!

- **George Gennuso**
Vice Kommandant and Schmooze Meister

Edwards Open House 1999



Preparations for the 1999 edition of the Edwards AFB Open House and EAA Chapter 1000 Invitational Fly-in started at some undefined time prior to the event, as usual. This year, the General Aviation Fly-In Planning Committee (*isn't that a fancy sounding name...*) made a couple of major changes in requirements for flying in to the Open House. All previous requirements remained in place, with the additional requirement that aircrews flying in were responsible for making their own arrangements for transportation and lodging. This was not expected to pose a problem for local EAAers and previous fly-in guests who already knew someone in the area. This change was made to greatly reduce the stress level of the organizers, as arranging transportation and lodging was about 90 per cent of the work and generally couldn't be done until arrival day. True, the Edwards Open House is not especially homebuilder-friendly with all of its various rules, but then again, most EAA fly-ins wouldn't be considered very Air Force aircraft friendly either.

The other change was that we didn't actively send out a lot of invitations, but rather waited for pilots to request an invitation. Part of this was driven by the high OPSTEMPO at the time at TPS which kept the organizers busy with plenty of other stuff to do.

The execution phase started on Friday, 8 October 1999. **Doug Dodson** hauled the Chapter Booth in from Rosamond, and **Russ Erb** collected equipment and supplies for the booth display. After lunch, the collective stuff was transported to Hangar 1600, and **Gary Aldrich** and Russ set up the booth (with the help of some available CAP cadets). The aircraft were received and positioned in the hangar. Thanks to the changes, the stress level was significantly lower, a welcome change. Additionally, no Friday night banquet was planned this year.

Around 0700 on Saturday, the initial booth crew gathered. Shown here are **Gary Aldrich**, **Gretchen Lund** and **Norm Howell** (who thoughtfully provided doughnuts for the *Project Police* officers [note: Doughnuts are a *Project Police* approved suitable substitute for Chocolate Chip Cookies (C³), especially in



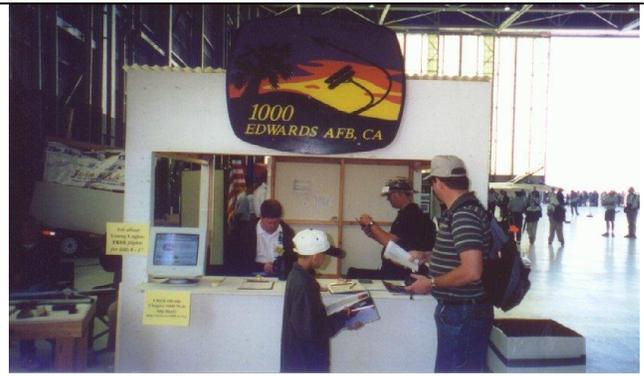
hours starting with a “0”], **Thanx, Gretchen and Norm!**, **Ed Dutreaux** on a re-bluing tour from Det 11, **Russ Erb**, and **Doug and Gail Dodson**.

Prior to the initial onrush of taxpayers, the assembled group recognized the opportunity to do a no-notice inspection on one of their own. A **Project Police Tactical Assault Force (PPTAF)** was hurriedly assembled and transported via **RSPCs (Rubber Soled Personnel Carriers)** to the end of Hangar 1600 to visit **Bob Waldmiller** and the Scaled Composites **Proteus**. We fired of a barrage of the most inane questions we could think of. Sadly for Bob, he had heard virtually all of them before, except from people asking them seriously! The most popular one seemed to be “Why is the antenna dome tilted?” (So when the airplane is orbiting in a left hand orbit, the antenna is horizontal.)



Here the **PPTAF** has asserted its authority and is investigating a questionable temperature probe and hotly debating the question “If a Yaw, Angle of attack, Pitot Static (YAPS) boom is fitted with a temperature probe, then what is the proper name for it? YAPST? TYAPS? TAPSY?” No consensus was ever reached, as we had to get back to the booth.

Here Doug fields a future Young Eagle’s question, while Russ struggles to figure out the proper adjustments on the **PPTCD (Project Police Tactical Communications Device)**.



If you could see this photo in full detail, you would see **Keith Franklin’s** Navion, **Eric Hansen’s** Cessna 195, **Tom Hallendorf’s** Super 6 (Chapter 1000 Det 11), **Ed Dutreaux’s** RV-4 (Chapter 1000 Det 11), **Joyce Mills’** T-34, and **Jack Ready’s** Stinson 108.



Here we see **Sean D. Tucker’s** backup Pitts Special (which was later removed and replaced with an Aurora display, mostly because we found it easier to make an Aurora prop card than to take down the ropes), **Steve Pawling’s** LS-3A glider (which came in by trailer), **Mike and David Sizoo’s** Velocity, **Brian Martinez’s** Q-200, and **Bob Waldmiller and Norm Howell’s** Long EZ.

Also present but not pictured were **Gretchen Lund’s** Mooney, **Russ Erb’s** Pedal Pitts and Bearhawk Flap, and a bunch of parts brought for the express purpose of being handled by the attending taxpayers.

The primary topic of the two days of the show was Young Eagle flights, probably brought on by the numerous signs posted saying “Ask about FREE Young Eagles flights.” We collected something on the order of 300 names and phone numbers of prospective Young Eagles. **Dave McAllister** and **Dave Webber** should have plenty to keep us busy for quite some time. Other prospective

Young Eagles from farther away were given directions on how to contact a EAA Chapter closer to home. Additionally, two large crates of **Frank Roncelli's** aviation magazine back issues were given away.

Also provided for EAA members was the not-so-secret EAA Chapter 1000 behind-the-booth campfire circle and seating area, sans campfire. This area was a welcome rest stop for **PPOs** scouring the flight line for ne'er-do-wells. Other EAAers seen in the area and assisting at the booth were **Paul Rosales, Leigh** and **Randy Kelly** (who served primary duty detached at the Air Force Association booth), and **Dave, Angela,** and **Brooke Webber**.

No word has been released on dates for next year's Edwards Open House or whether it will be a one or two day show.

- **Erbman**

Norm Howell Wins Copperstate Dash

The *Project Police* had a top showing at the Copperstate Dash this year just prior to the Edwards Open House. **Norm Howell** had the top speed not only in his class but in all classes in the Waldo/Weasel Long EZ. Put another way, he was faster than all of the other 33 aircraft with a time of 1:33:17 for a true ground speed of 195.53 knots (224.8595 mph). It looks like the Test West crew may have finally determined how to reduce $C_{d_{tpic}}$ (coefficient of drag due to test pilot in cockpit).

Chapter 1000 Technical Counselor **Gary "Birdstrike" Sobek** also participated in the Copperstate Dash in his 160 HP RV-6. He was fifth in the RV class with a speed of 164.05 knots (188.6575 mph), and even beat out a 180 HP RV-6.

Congratulations to our racing **PPOs**!

Next to Last Month's Meeting Gathering

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB
1700, September 21, 1999

Gary Aldrich, Presiding

Since this was declared a gathering (**Bob Mackey's** word for a meeting where no formal business is conducted), no formal business was conducted. The gathering was called to order at or about 5:30 following schmooze time, our illustrious **Schmoozemeister George Gennuso** doing his usual outstanding job.

Announcements

Open house will be done at the last minute this year (*as usual*).

Guests

Dennis Heathcock, a manufacturing engineer with Northrop, is also a Reagan-fired air traffic controller. Welcome to Chapter 1000, **Dennis**.

Program

This month's program was a presentation by **Dale Henson** from Western Coupling Corporation. WCC is a purveyor of aircraft-quality hydraulic and quick disconnect fittings located in Building 67 on the Mojave Airport. **Dale's** presentation centered on the finer points of the Aeroquip line of "Hydraulic Self-Sealing Couplings". If you think you may have an application, check out the video of this meeting from the chapter library, or better yet, give **Dale** a call at (661) 824-4637 Fax: (661) 824-9242. **Dale** says that walk-in customers are welcome. WCC should also be a good local source for standard AN-type fittings.

Adjournment

The gathering was adjourned at or about 6:30, at which time many attendees decided to gather at the Burger King, a.k.a. **PPHFFRC (Project Police High Fat Food Replenishment Complex)**, where good times were had by all.

- Miles Bowen

Secretary

The Prez Sez...

First off, I should apologize for not waxing eloquent in last month's issue of the *'Edge*. The excuses listed by your NLE were pretty much spot on. Family responsibilities coupled with the normal Open House madness left me in a condition best described by paraphrasing one of **Doug Dodson's** favorite flying homilies, "I've never gotten enough of chapter activities, but I've sometimes had all I can stand". Anyway, my EAA overload light has extinguished after a pleasant month of flying and upgrading the avionics in the Skywagon (*a way cool Garmin GNS 430—you've got to see it!*). Now it's time to look forward to next year and the opportunity to work with "fresh blood" on the chapter leadership team.

Yup, that's right, it's time again to vote for your favorite (only?) candidates for the board positions with expiring terms. I would ask you to give some thought to your choices and also to consider stepping forth yourself to take an active role in charting the course of Chapter 1000 into the next millennium. I would like to see input from a more diverse segment of the membership (to include the Dets) to ensure that we satisfy the needs of as many of you as possible.

And speaking of members; I just received a gift from the "Top Fun" national program for sponsoring a new EAA member (thanks, Jeff). This was a pleasant surprise and an excellent reminder of the importance of remaining vigilant for folks who express an interest in sport aviation. Whenever an acquaintance asks you about EAA or your aviation activities, in general, you owe it to the chapter and the whole to tell them of the camaraderie, good will, and general fun we have and invite them to join in! Besides, with a larger membership you stand less of a chance of being drafted into a leadership position ;>)

Enjoy the cooler Fall flying weather and have a Happy Thanksgiving!

- Gary Aldrich, Kommanding



Young Eagles Update

Rosamond Skypark, October 16, 1999

Earthquakes, wind, and pancakes couldn't keep us from flying YE's this weekend. Well, the pancakes were a substantial distraction thanks to the Rosamond Rotary Club. But, we overcame all odds and had a very successful rally. We had lots of pilots again this month (thanks). Ron Wilcox printed certificates for us again - thanks Ron!! For those of you reading this in the Chapter news letters, if you are not on my e-mail notifications and would like to be, please send me an e-mail at: rv6@cybersurfers.net.

The totals for this rally are as follows: 10 pilots, 7 ground volunteers, and 18 Young Eagles.

Ground Crew:

Kristin Abraham	<i>Pre-flight registration</i>
Ron Applegate	<i>Post-flight certificates and pictures</i>
Victoria Rosales	<i>Pre-flight registration</i>
Angela Webber	<i>YE greeter</i>
Brooke Webber	<i>"Focus-of-attention" officer, and nap instructor</i>
Dave Webber	<i>Post-flight certificates and pictures</i>
Ron Wilcox	<i>Computer dude</i>

Pilots:	Equipment:	#YEs
Gary Aldrich	Cessna 180K	2
Miles Bowen	Cessna 170B	3
Doug Dodson	Mooney M20C2	2
George Heddy	Cessna 172XP	1
Ed McKinnon	Mooney 231	3
Space Miller	Cessna 172	4
Dick Monaghan	Luscombe 8A	1
Con Oamek	Bonanza F33A	1
Chuck Scrivner	Musketeer	1

Young Eagles this Rally: 18

Young Eagles this Year: 243

Young Eagles Grand Total: 2539

Reminder Reminder Reminder!!!

November rally will be at **FOX FIELD** on the **13th @ 0900** - see you there!!!

- David McAllister

New Member

Chapter 1000 welcomes **Jeff Harband** to our ranks. You've already seen Jeff before in the famous cell phone picture from the 1999 Eighth Annual Scotty Horowitz Going Away Fly-In. Jeff and his wife **Jean** live in Palmdale and mostly have our own Kommandant **Gary Aldrich** to blame for catching the flying bug. Seems Gary once took Jeff for a flight and Jeff decided he liked it. Eventually Jeff earned his Private Pilot certificate with Gary as his instructor and bought a 1968 Cessna 182 in partnership with Chapter 1000 member **Randy Kelly**. With all of those **PPOs** around, it's not surprising that he should see the benefits of joining our fine chapter. When not busy finding excuses to go flying, Jeff supports his flying habit by working as a claims investigator.

Gary Sobek in the Mesquite NV R.A.C.E.

R.A.C.E. (Rutan And Composite Enthusiasts) had their Mesquite, NV event on Sunday 31 October. Metal airplanes are welcome and there is even a RV class. People flying metal airplanes were treated just like everyone else. They all had one common denominator, we all LOVE to fly.

Tom McIntyre sent me an e-mail message about the race. Having just run the Copperstate Dash as my first speed outing, I had not had any time to implement what I learned but only needed a little push to go.

The local SOCAL RV Air Group members of the "6 Pack" were notified via e-mail. Due to members work schedules, only Werner Berry (RV-6A) was available and going.

After the needed oil change on Saturday, I paged Werner and we both departed different airports for 67L hoping to rendezvous on the assigned frequency and altitude while enroute. I set up for my 65% power cruise and knew that Werner would catch up with his larger engine. Just short of Las Vegas Class B airspace, I did a turn around Sky Ranch airport and we both established visual contact when I was 90 degrees into my turn. Werner formed up with me in the lead. I had him "Choke the Parrot" just before we changed frequency and I contacted Vegas Approach to over fly the Class B airspace. All went well including getting vectors around traffic going to Nellis. Once back to VFR squawk, Werner took the lead 10 miles out of Mesquite (67L) for our formation arrival for the "overhead" approach to runway 1. After landing, we were informed that the formation was tight and looked good. We both think "Sierra Hotel", say thank you and smile. It was a very beautiful 1.5-hour flight.

Hotel rooms were at the Virgin River Casino. A room for \$45 dollars was reserved the day before. Check-in revealed that the room was only going to be \$24.95.

The race was on Sunday. The first heat had the faster 9 airplanes. The course was two laps from Mesquite (67L) to Mormon Mesa VOR (MMM) to Perkins (U08) back to 67L. The start is a flying start with all the airplanes coming down the chute side by side doing 120 mph. The "PACE" EZ does a pull-up (Chandelle) and the race is on.

I did not get all the speeds written down but a TSIO powered Lancair IV set the fastest speed ever recorded at any of the R.A.C.E. events at just under 300 MPH. The second heat of 11 airplanes had the RV class in it. Since I knew (and have flown with) all the RVs that were there, I expected that I would take 4th place. I had the biggest RV airplane with the smallest engine. This would still allow me to gather information and improve my score with improvements for next time.

The results of the first 4 finishers in the RV class were as follows.

1. 231.55 N78TM 160 hp RV-3 Tom McIntyre
2. 212.54 N67WL 180 hp RV-6A Werner Berry
3. 207.57 N240LT 180 hp RV-6 Joe Mayer
4. 195.79 N157GS 160 hp RV-6 Gary A. Sobek

Following the post race briefing, I learned that "Weasel" usually starts the races and that one of the guys had just seen him in a video that he did on test flying. They did not know that I was with the *Project Police* when I started questioning. What a cover, an unknown, a beard, flying a metal airplane at a Composite Enthusiasts gathering. After a little investigating that "Weasel" was the same "Weasel" that I knew, I let them know that I was at his wedding the week before. They found it hard to believe that he finally settled down.

The next R.A.C.E. event is the weekend following Thanksgiving at Jean, NV. (OL7) There is some kind of event on Saturday but I did not know what it was. Another race would be on Sunday. Sure would be nice if more RV's showed up.

After having now been to two different events (races) as a participant, I can only say that this is a lot of FUN and worth doing. There are a lot of GREAT aviation people to meet and have fun with. I may never win an event, but I am having enough FUN to keep doing it. Everyone participating in these events is professional and does not do anything that is unsafe.

- Gary Sobek

Aircraft Cable Pulley Genealogy

Here is probably more than you wanted to know about pulleys, however, I do get questions on which pulley series to callout on drawings.

Apparently there are two genealogies on pulleys. First Genealogy

The first genealogy starts on the AN210 pulleys which had several sizes (dash numbers). The AN series originally stood for Army-Navy Standards. These standards were to be used in procurement of both Army Air Corps and Navy aircraft for standardization so necessary in time of war.

I don't know if the Army Signal Corps had standards but the Navy had the Naval Aircraft Factory standards (NAF). Some NAF parts were still seen in the late 1940's. See Reference 2 for a description of the Naval Aircraft Factory.

Publications after 1947 refer to AN as "Air Force-Navy Aeronautical Standards.

Back to the pulleys: The data sheets I have show the AN210 pulleys to be approved 15 January 1941. They were declared "Inactive for Design After 14 December 1951 Use AN219, AN220, or AN221." (December 1951 was after my standard parts schooling. This must be why I always thought there was only one series of pulleys.)

Tracing the history of the AN219-AN221 series surprisingly leads to:

Second Genealogy

The second genealogy starts with the National Aircraft Standards (NAS) now published by National Standards Association, Inc. and copyright by the now Aerospace Industries Association of America, Inc. (AIA). The earliest approval date I can find is June 1947.

My guess is that the AIA wished to have a set of standards to control both the dimensions and quality of pulleys because after WWII the emphasis of the "Aircraft Industries Association" would be on civilian aircraft.

The NAS377, NAS378, and NAS379 pulleys were designed with commercial aircraft in mind. The NAS series of pulleys were different dimensions than the AN210 Series. Many of them used 5/16 inch diameter bolts for installation.

Again my guess is that about 1950 the Air Force and Navy realized that if the NAS pulleys were in commercial use, the pulleys would find their way into military aircraft. Therefore they decided to give them AN numbers for replacement purposes. Hence based on the dimensions, the AN219 thru AN221 were the same as the NAS377 thru NAS379. The earliest approval date I can find for the AN219 series is October 1950 and were eventually declared "Inactive for Design After May 1957" with instructions to use the MS20219 series.

The NAS377 series were declared "Inactive for Design After July 1952" with instruction to use the MS20219 series (jumping over the AN219 series).

The Military Standards (MS) series started immediately after 1947 when the Army Air Corps became the Air Force. Obviously the Air Force could not be using Army Standard hardware. Surprisingly they did not become DoD Standards (those came later in a different form). There were also many technological improvements found during WWII that needed to be addressed.

My guess is that the Air Force initiated the new standard series and DoD was having too many organizational problems to think of hardware standards. Besides 1948 and 1949 were peace time years and the Air Force and Navy were concerned about eliminating problems and upgrading hardware. Shortly thereafter Ed Heineman, in the design of the Douglas A-4, forced among other things the design of much smaller electrical connectors.

The MS series tried to keep much of the same numbers of the AN series to aid in the transition in the field from AN to MS parts. The AN219, AN220, and AN221 became MS20219, MS20220, and MS20221. The MS20219 thru MS20221 pulleys are identical to the AN219 thru AN221. Quoting Forms DD 672-1. "The parts of the same dash numbers are universally, functionally and dimensionally interchangeable."

THE LEADING EDGE

Let's digress for a minute—In the 1950's the Air Force was trying to reduce the number of different bolt sizes. I remember on the XH-40 proposal the Air Force said they did not want any 5/16 bolts. The Air Force was in charge of the design of the UH-1 Huey (XH-40) at this time. We (Bell Helicopter) proved that on the transmission we had to use 5/16 bolts because of weight. There could not be a sufficient number of 1/4 inch bolts placed around the perimeter of the transmission housing to get the required strength and have wrench clearance. Bolts 3/8 inch in diameter were too large and required a larger flange on the housing (increased weight). Also the spacing between the 3/8 bolts for efficient weight/strength ratios resulted in spacing too wide for good sealing (oil seals). Proper distance for sealing gasket design resulted in increased weight (bolts were steel and the housing was magnesium).

Back to Genealogy—So the Air Force was trying to get rid of the 5/16 bolt but now the AN219 Series and MS20219 series both required a 5/16 bolt. Also remember that the two series were based on the design of the NAS377 commercial series.

Evidently in 1957 when the AN210 series was declared "Inactive For Design" with the instructions to use the AN219 series, they missed the fact that the AN219 series were not dimensionally the same as the AN210 series. You can not put a pulley designed for a 5/16 bolt on a 1/4 or 3/8 bolt. Therefore the Air Force and Navy had to do something to be able to replace worn pulleys.

Therefore the MS24566 series were made identical to the AN210 series. The AN210 and MS24566 pulleys used standard increments of .190, .250, .375, .500, and .625 diameter bolts for installation.

In May 1960 the Air Force "Standard Notice AN210" was published stating that the "Subject standard is no longer used in Air Force procurement. For Air Force procurement, use Standard MS24566 Pulley - Control, Anti-Friction Bearing."

Table 1 is presented on the next page to show the interchangeability of the various pulley series.

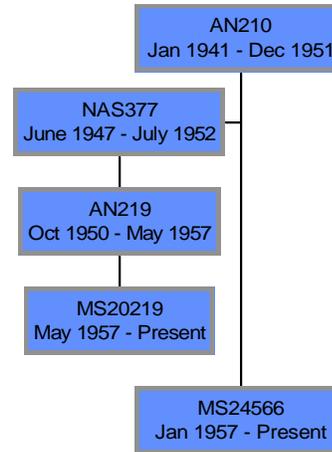
References

1. Published official data sheets for the pulleys.
2. "The Naval Aircraft Factory," Capt S.M. Kraus, Aero Digest, February 1940, page 46.

- Lee H. Erb

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Aircraft Cable Pulley Genealogy



Tyvek Coveralls Source

At last I found a source for them...

When I first bought some coveralls at the local hardware store for spraying parts in my paint booth, the package showed a collar, open wrists and ankles. To my surprise, what I pulled out had a hood, elastic wrists, and feet--which turned out to be just what I needed. Unfortunately, it turned out to be an isolated mistake.

As I looked around the local hardware stores and home centers for hooded, footed coveralls, I couldn't find any. The hoodless, footless style are fine for rolling latex paint, but not real useful in a spray booth. I mentioned my lack of success to **Bob Waldmiller** who suggested checking with McMaster-Carr.

I came home and fired up their web site (<http://www.mcmaster.com>). After a little searching, I found exactly what I was looking for. It is catalog number 5231T39. The "deluxe" style has the hood and feet. They're on page 1360 of the catalog. I ordered them through the web site for \$5.92 a piece.

- Russ Erb

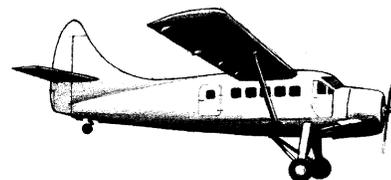


Table 1 Aircraft Pulleys

NAS	AN	MS	Bolt Dia	Outside Dia	Max Design Load, lb	Groove Dia	Largest Cable Dia
	Jan 1941 to Dec 1951	Jan 1960 to Present					
	AN210-1B	MS24566-1B	.190	1.250	185	.972	3/32
	AN210-2B	MS24566-2B	.190	2.500	500	2.222	3/32
	AN210-3B	MS24566-3B	.250	2.000	(a) 450	1.510	3/16
	AN210-4B	MS24566-4B	.250	3.500	1200	3.010	3/16
	AN210-5B	MS24566-5B	.375	5.000	2000	4.374	1/4
	AN210-6B	MS24566-6B	.375	6.000	2500	5.374	1/4
	AN210-10B	MS24566-10B	.500	10.000	5000	8.938	7/16
	AN210-14B	MS24566-14B	.625	14.500	10000	13.350	1/2
June 1947 to July 1952	Oct 1950 to May 1957	May 1957 to Present					
(no -1)	AN219-1	MS20219-1	.250	1.312	480	1.000	3/32
NAS376-2	AN219-2	MS20219-2	.250	1.750	480	1.438	3/32
NAS376-3	AN219-3	MS20219-3	.625	1.750	480	1.438	3/32
NAS376-4	AN219-4	MS20219-4	.250	2.625	920	2.312	3/32
NAS376-5	AN219-5	MS20219-5	.625	2.625	920	2.312	3/32
NAS377-1	AN220-1	MS20220-1	.312	1.755	500	1.255	3/16
NAS377-2	AN220-2	MS20220-2	.312	3.005	1680	2.505	3/16
NAS377-3	AN220-3	MS20220-3	.312	4.255	2500	3.755	3/16
NAS377-4	AN220-4	MS20220-4	.312	5.505	2500	5.005	3/16
NAS378-1	AN221-1	MS20221-1	.312	2.630	2800	2.000	1/4
NAS378-2	AN221-2	MS20221-2	.500	4.130	4900	3.6.00	1/4
NAS378-3	AN221-3	MS20221-3	.500	5.630	7000	5.000	1/4

George Heddy Flies the USA

Hello Sports Fans! **George Heddy**, yours truly, has completed his third round trip crossing of the United States. Jose and I arrived as planned on Sunday, August 22, 1999. Jose and I stopped in Lancaster PA, Nashville TN, Oklahoma City OK, Santa Fe NM, and



Sedona AZ. Jose was creating a few difficulties for me by pressuring me to see the sights and skip sleep and ignore the best time to fly due to weather. We still made it, but I learned a few valuable lessons about being tired and busting the Oak City class C airspace and landing in strong crosswinds. Luckily there were no serious problems I couldn't overcome. My photos were just developed today. I caught a cold on the day I got back and still went to work. This has delayed my message to you. Hope you are all doing well and will be able to see my photos someday.

- George Heddy

Why Is My 'Edge So Short?

Gotten used to those 12 page editions of *The Leading Edge*? Wonder what happened to them? Think your Newsletter Editor is spending too much time on his project instead of the newsletter? Okay, that's a small part of it, but the main reason is that the supplies of material for printing is growing small. If you've been meaning to write something for publication, **now's the time to do it!** Your intentions don't fill these pages—hop to it!

Web Site Update

As of 6 November 1999 the hit counter stood at **35108**, for a hit rate of 45 hits/day for the last month.



Just a reminder that the EAA Chapter 1000 Web Site is hosted courtesy of Quantum Networking Solutions, Inc. You can find out more about Qnet at <http://www.qnet.com> or at 661-538-2028.

Chapter 1000 Calendar

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

Dec 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 S. Ave. J-8, Lancaster, CA. (661) 948-0646

Dec 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Dec 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Project Police Training Tour. See newsletter for details (661) 609-0942

Jan 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 S. Ave. J-8, Lancaster, CA. (661) 948-0646

Jan 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Jan 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School (Bldg 1864), Scobee Auditorium. (661) 609-0942

Feb 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Feb 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School (Bldg 1864), Scobee Auditorium. (661) 609-0942

Feb TBD: Operation Rubidoux Sundown VIII, Flabob International Airport. (661) 258-6335

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. Call Fletch Burns 760-373-3779

Charlie and Glenna Wagner's house in North Edwards is for sale. If you are interested in the house, please call us at 775-867-4394.

WANTED: "Intake manifold" for a Rotax 582/Ellison throttle body combo. Call Rod Howes 775-867-5513, e-mail to airhowes@yahoo.com

FOR SALE: Ellison throttle body injector, EFS-2. NEW, never used. Cost \$400, Sell \$200. Call Rod Howes 775-867-5513, e-mail to airhowes@yahoo.com

Avid Mk IV project for sale. Fuselage, fast-build wings, landing gear, and fasteners packages. Does not include firewall forward, instrument, and interior packages. Work completed: Tailwheel, flight control linkages, landing gear assembled except for brake plumbing. STOL Wings as received from factory (mostly built). Fuselage on gear, wings on caddy with casters. In storage at Rosamond. Contact John Miltner at perseus@mayanet.com.tr

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Gary Aldrich, 42370 61st St. W, Quartz Hill CA 93536. Membership in National EAA (\$40, 1-800-843-3612) is required.

Contact our officers by e-mail:

President Gary Aldrich: gary_aldrich@pobox.com

Vice President George Gennuso: pulsar1@qnet.com

Secretary Miles Bowen: mbowen@cybersurfers.net

Technical Counselor Gary Sobek: gasobek@jps.net

Inputs for the newsletter or any comments can be sent to Russ

Erb, 661-258-6335, by e-mail to erbman@compuserve.com

From the Project Police legal section: As you probably suspected, contents of The Leading Edge are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1000 or the Experimental Aircraft Association. Project Police reports are printed as they are received, with no attempt made to determine if they contain the minimum daily allowance of truth. So there!

THE LEADING EDGE**MUROC EAA CHAPTER 1000 NEWSLETTER**

C/O Russ Erb

6708 Doolittle Dr

Edwards CA 93523-2106

<http://www.eaa1000.av.org>

ADDRESS CORRECTION REQUESTED**THIS MONTH'S HIGHLIGHTS:**

REGULAR MEETING 16 NOVEMBER AT TPS

WEASEL WINS COPPERSTATE DASH

EDWARDS OPEN HOUSE REPORT

AIRCRAFT PULLEY GENEALOGY

