



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

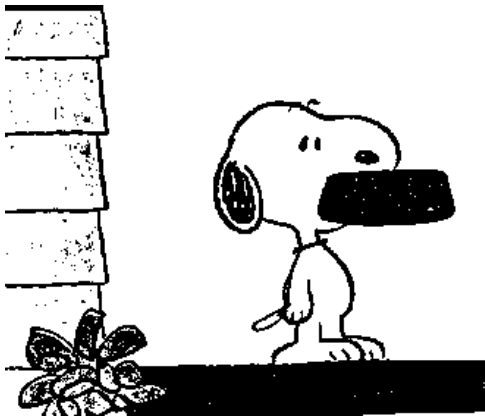
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<http://www.eaa1000.av.org>

September 2001

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:



And now, for something completely different...

→ **Friday, 21 September 2001**
1900 hrs (7:00 PM Civilian Time)
Zuma's Restaurant
Rosamond, CA

Well, as the often borrowed phrase from **Monty Python** states above, our meeting this month will be a departure from normalcy. This month we are going to try to tailor our meeting to our members that want to come to the meetings but can't make it out to the base by 5:00 o'clock on Tuesdays. As suggested to the **Kommandant** at the board meeting and through some of your e-mails, we are going to change the meeting day and time for September. The meeting is going to be held on **Friday, 21 September 2001**, at **7:00** o'clock in the evening. Wait, wait, keep listening, the location is changing also. We are going to assemble the masses at Zuma's Restaurant in Rosamond. Zuma's Restaurant address is:

2701 Sierra Highway
 Rosamond, CA 93560

We have reservations at Zuma's, all you have to do when you get there is give them the secret password

("we're with the EAA group from Edwards") and handshake. If that doesn't work mention my name, as us Italians stick together.

Now, the meeting will still start out with **Kommandant Gary** calling the meeting to order. After that, it's anyone's guess as to what will happen next, with the exception of everyone looking the menu over and ordering one of Zuma's delicious plates, which would be followed by many drinks and airplane discussions. Soon we will delve into an exercise that you all love, the solving of the world's problems. Of course, the **Project Police** bylaws forbid the writing down of the solutions, such that they will be forgotten by the next day so we can solve them again at the next meeting.

In case you haven't noticed, this would be the perfect meeting for you to bring your **spouse**, your **girlfriend** or **significant other**, because it contains all the elements of a great evening, namely good food, good drinks and good friends. So for all of you members that just can't make the regular meeting (*and those who do...*), please make every effort to come on out to **Zuma's** and make this social meeting a success. Who knows, this may become a regular thing several times a year.

Hope to see you all there.

- **George "Knife" Gennuso**
 Vice Kommandant

(Note: the usual post-gathering gathering at the Edwards BK is expected to be cancelled on the basis of full tummies)

Kommandant's Korner

Hear Ye, Hear Ye! Come one and all to the 10th annual **Lancaster Aerospace Walk of Honor** and, new this year, **Street Fair!** If you haven't been to this neat outdoor event in the past, this is the year to start. The Walk of Honor was initiated to honor and memorialize the test pilots that blazed trails across the skies of the Antelope Valley to advance the science of aviation. Some are well known, other names require at least a passing familiarity with flight testing here in Southern California. The one thing they have in common is their willingness to

Note Change Of Date

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strap themselves into some pretty cool flying machines and try to make them perform to the designers' expectations. This year a monument will be unveiled to **Col Frank Birk**, for whom the former B-2 test complex at the base is named. Many of our members probably remember Frank, who was killed shortly after his retirement from active duty while test flying a contender for the JPATS trainer.

On **Saturday, 22 September**, Lancaster Boulevard, from Sierra Highway west for several blocks will be closed to vehicular traffic for the festivities. This is the inaugural year for the Street Fair...and that's where you come in! Chapter 1000 will be sponsoring the food booth on the boulevard (no, the "**Knife**" won't be at the grill, but he will be doing quality control) as well as manning the mighty Chapter Mega-booth. Approximately eight members will be required to deliver and set up the booth, assist with the food booth setup commencing at **0730**. Subsequently, three to four **PPTAF** troopers will be required to answer the throngs of questions from the estimated 3000 AV'ers that are expected. In addition to the EAA activities, numerous other aviation groups in the valley will be represented with booths and displays. There will even be a motion-based simulator ride for the aspiring aeronauts. Big-name aerospace companies, as well as NASA will be on hand with displays. **LtCol Rod "Trash" Cregier** will awe the assembled masses with a stealthy fly-by of the F-117 "Stinkbug".

If you're not participating in setup, the festivities begin with speeches and unveiling of Frank's and four other monuments around 1000. In the early PM, the crowd will move down the Boulevard to witness the unveiling of a mural honoring **Col William "Pete" Knight**, owner of the record for the fastest wing-borne powered flight in the X-15A2. Col (now State Senator) Knight will be on hand for autographs, as will the living honorees.

So, come on out. We can use you for manual labor as well as a walking, talking recruiting poster for Chapter membership and Young Eagles.

See you there!

- **Gary Aldrich**
Kommanding

Operation Rubidoux Sundown IX.V Cancelled

Preliminary planning had considered mounting another raid on the Flabobians of EAA Chapter 1 whenever they announced the rain date for their Open House that was rained out in February. These dates were finally announced as 22-23 September 2001. This operation, code named **Operation Rubidoux Sundown IX.V** (9.5), has officially been cancelled, on account that the usual planning commission will be supporting the EAA Chapter 1000 effort at the **Lancaster Walk of Honor** street fair on Saturday, and supporting the soaring of sailors in the Tehachapis on Sunday. If someone else wishes to organize a raid (preferably on Sunday), that is authorized. If this person then provides a report to the Newsletter Editor, that would be even better.

Last Month's Meeting

EAA Chapter 1000

Theater, Flight Test Museum, Edwards AFB
1700, 21 August 2001

Gary Aldrich, Presiding
Mike Machat, Hosting



Holy SRO, Batman! And we're not talking about the Senior Ranking Officer...we're talking Standing Room Only! I don't know that we've ever been able to claim that for an EAA Chapter 1000 meeting before!

Schmoozing began just past the museum gift shop with our own **Schmoozemeister George "Knife" Gennuso** hosting. There was the usual Chocolate Chip Cookies (C³) and assorted soft drinks available, plus several special snacks in keeping with the night's theme of 1956. There was popcorn, vintage sodas (Orange and Grape Nehi, Coke and Pepsi in 1950s vintage bottles, and even some Kickapoo Joy Juice), vintage candies, and possibly even some Beemans.

Thanx to soon to be new member **Lars Hoffman** (who we're still waiting for him to give his \$20 to **Opie**), the ongoing problem with the Daedalians (society of military pilots who also meet on the third Tuesday of the month) was solved by an invitation to the Daedalians to join us for this event. They came, and they came in large numbers. **Cheryl Gumm** was there as the official representative of the Edwards AFB History Office.

As a special honor and pleasure, several of our members' spouses that are not regular attendees of our meeting were present, including **Anne Aldrich**, **Jackie Payne**, and **Penny Erb**. There may have been others that I missed.

Two Air Force Test Pilots came all the way out here TDY just to attend our meeting. We understood that they did some other work for the local CTFs while they were here.

The Big Premiere, 45 Years Later

Somewhere around 1730 we moved into the theater and started to sit down. Then we brought in more chairs and more people sat down. Then there were those who were standing in the door trying to see.

The main event of the evening was the EAA Chapter 1000 premiere of the 1956 movie "Toward the Unknown," starring William Holden, Lloyd Nolan, and Virginia Leith. The **Kommandant** introduced **Mike Machat** who presented the movie after a brief introduction of how it was filmed. The important point here was that very little of the flying was done specifically for the film. Instead, most of the flying sequences were of actual test missions going on at the time.



Chapter Kommandant Gary Aldrich introduces Mike Machat

The video of the movie was one that Mike had recorded from a late-night TV screening and was complete and uncut. Additionally, he had had it digitally remastered to enhance the color.

Of course, while we were interested in the story of the movie, most of the group gathered in the theater were there to see authentic footage of what our beloved base looked like in 1956, back when “South Base” was “Main Base” and “Main Base” was under construction, with Hangar 1600 being all of three weeks old. In the opening title sequences, there was a dedication statement that this film was made such that “those not yet born” would understand what sacrifices were made in the name of advancing technology. A quick check of the calendar led several attendees to say “Hey, that’s us!” while the Kommandant was heard to grumble “Ah, speak for yourself!”



There was even flight test training going on. Many of the assembled Test Pilots and Flight Test Engineers were introduced to a possible structural anomaly to watch out for, referred to (in technical terms) as “We got wrinkles!”

The movie was a big hit, with virtually everyone staying until the end. Several of us gathered at the mural where Mike again pointed out the hidden tributes to the movie. It was also established that Connie never actually said “Oh, Linc!” in the housing area, but it was implied.

Aftermath

The usual post-gathering gathering was held at the base BK Lounge, where we dispensed with solving aviation’s problems and instead discussed the background of the movie. There were the parts that were stretched, such as when Linc walked Connie home (in the current housing area) from the Officer’s Club (at the current South Base) would have been an incredibly long walk, as it takes me about 15 minutes to drive that distance. According to chapter member **Lee Erb** (who was stationed at Edwards AFB 1954-1956, and while not present for this premiere, was present for the first premiere in 1956 in the base theater), it was not unreasonable for civilians, such as the commander’s secretary, to be living in base housing at that time.

Mike pointed out that the leading lady’s name (Connie Mitchell) was even aviation derived from the Lockheed Constellation and the B-25 Mitchell.

Most parts of the story line were derived from actual events, such as the structural failure and loss of an XF-120 was based on the early problems with the F-100. The scene notifying Mrs. Craven of her new widow status was filmed in the garden of Pete Everest’s house in P area, which no longer exists.

In an eerie way, it seemed to work in the opposite direction as well. Linc’s final flight of the X-2 where he runs out of directional stability, departs the aircraft and then must depart the aircraft would seem to have been based on Mel Apt’s fatal flight in the X-2. That is, except for the fact that this storyline was conceived, filmed, and possibly the movie even released **before** Apt’s flight.

There was also some discussion of other films in Mike’s personal library, such as *Jet Pilot* with John Wayne and *X-15* with Mary Tyler Moore. Sometime in the future, we may just have to have another historical movie night.

- Erbman
Pseudo-Secretary



Young Eagles Update

(Here’s one that slipped through the cracks...)

Even with the morning drizzle, and afternoon temps pushing 100, 49 Young Eagles were added to the tally on the 4th of July as part of Airport Day at Tehachapi Municipal Airport. Eight local pilots plus one from Ridgecrest volunteered their time and aircraft to make this the most successful Young Eagles rally ever held in Tehachapi.

The following pilots and airplanes flew Young Eagles at the rally:

Pilot	Aircraft	# YE
Doug Stone	RV-4	7
Pierre Hartman	RV-6.	6
David Sampson	Cherokee 140	7

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Ken Hetge	Lancair ES	3
James Roberts	Cessna 150	7
Jim Gude	Grumman AA1B	6
Shel Simonovich	Grumman AA1C	4
John Tumilowicz	Sirocco	7
Ralph Patrick	Piper PA-24	2

Total Young Eagles this rally: **49**

Total Young Eagles this year: **306**

Thanks as always to the ground crew without whom we couldn't have a successful rally. This is a great way to participate even if you don't have an airplane. We were ably assisted by the following ground crew:

Capt Carol A. Schaubsluger and Tehachapi Civil Air Patrol	Registration and Certificate Presentation
Kelly Tellez	Certificate Production
Brittany Abraham	Certificate Presentation
Lauren Abraham	Certificate Presentation
Miles Bowen	Certificate Presentation

Young Eagles Schedule for the remainder of the year:

Sep 15 Cal City Municipal Airport 8:00 am

Oct 13 Lancaster, Fox Field 8:00 am

Nov 17 Rosamond Skypark 9:00 am

Dec 15 Tehachapi Municipal Airport 9:00 am

- Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator
mbowen@csurfers.net
(661)822-0806 (home)
(661)275-6528 (work)

Old Fashioned Fly-In IV 15 Sept. 2001

William J Fox Airfield, Lancaster Ca.

Sponsored by: EAA Chapter # 49

Co-hosted by: Antelope Valley 99's,
Fox Airport Association
American Airports Corp.

PANCAKE BREAKFAST (07:30 - 10:00 am)

SPOT LANDING CONTEST (07:30 - 10:00 am) (check ATIS)

LUNCHEON (11:00 am - 2:00 pm) Combined Effort with FOXY's Landing Restaurant

LONGEST DISTANCE of a 99'r Award (1:00 pm)

FREE RAFFLE (12:30 - 2:00 pm) Be SURE to REGISTER on Arrival.

PEOPLES CHOICE AWARD (1:30 pm) Get a Ballot with each Breakfast/ Lunch ticket, until 12:00 pm.

Further Information? <http://www.eaa49.org> or

Rodger 661-251-9559

Operation VIMY GAWK

Project Police Intelligence (is that an oxymoron?) managed to detect through chapter technical means (i.e. somebody mailed us a flyer) that the well known Vickers Vimy replica would be visiting Flabob International Airport on 15 July 2001. The **Kommandant** decided that this was an event that required his personal attention. An immediate action **Project Police Tactical Assault Force (PPTAF)** was formed, consisting of himself and his trusted **Newsletter Editor/Webmeister** for tactical support and documentation. This **PPTAF** sallied forth on the morning in question in the **VC-180 Fighting Skywagon**.

After a successful penetration of the Flabobian defenses, we were met by **Project Police Inside Man Jon Goldenbaum**, Kommandant of **Poly Land**, the home of **Poly Fiber Covering Supplies**. He pointed us toward the **Silver Wings Café**, where coffee was successfully procured to slake the Kommandant's thirst.



Prior to the arrival of the Vimy, the **PPTAF** inspected the **Poly Fiber Montana Coyote**. While not exactly an Oshkosh Grand Champion, it is airworthy and does serve a useful purpose as a test bed for Poly Fiber products and an example of different covering systems. On this airplane you will find every covering system from Grade A cotton and dope to the latest in waterborne coatings. Here we see the Kommandant questioning the application of the symbol of a rival military department when it is known that Goldenbaum is retired Air Force.

There was much waiting and much wandering of the field, looking at the various aircraft that had flown in for the event. We even found two J-3 Cubs parked next to each other. From a distance they looked very much alike, but close up they were very different. One of them had part of the landing gear system installed upside down, but since we are not J-3 experts, we couldn't tell which one it was.

Eventually the great lunch feed started, and we were quite impressed with the hospitality of the Flabobians, even toward uniformed **PPTAF** officers. We took our overloaded plates of food and drink and retreated back toward the shade under the wing of the **Fighting Skywagon**.



While consuming a wonderful lunch, we were monitoring the CTAF on **Project Police** handheld VHF radio. Eventually we heard the Vimy call inbound for Flabob. This was a few hours after its scheduled arrival, being delayed by engine problems at its previous stop. We would later be told that the only thing consistent about the Vimy's schedule is that its consistently late, due to its incredibly low reliability.

As it approached, it was announced to the crowd variously as the Vickers Vimy, the Vimy Vickers, and (our favorite) the Vickie Vimmers.

There was no reason to hurry, as with a cruise speed of around 80 miles per hour, nothing happens fast.



The Vimy entered the pattern, then made a "high speed" pass down the runway slower than the approach speed of many of our airplanes.

After landing, it slowly taxied into the location reserved for it. The wing span is so great that it required all of the width of Flabob's taxiway.



Of course, immediately after shutting down the engines, the crowd swarmed the airplane. It was somewhat reminiscent of Lindbergh landing at Le Bourget, except no one was yelling "Are there any mechanics here?" There was no reason to ask—the Vimy always travels with its own mechanics.



How did they know where to park? Apparently they saw the **Fighting Skywagon** and figured that if this location was good enough for the **Project Police**, then it was good enough for them.



Thinking of building your own Vimy? It might be cheaper to just buy an Eclipse jet when you start adding up the price of all of the streamlined flying and landing wires

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installed on the wings and tail. If you don't understand what I mean, figure out what you think would be an absurdly high price for a flying wire, then square it to get a more reasonable estimate. You might wonder why such a slow airplane would have streamlined wires. I don't know if the originals had streamlined wires, but I wonder if they were replaced with round wires would there be so much drag that it wouldn't take off.

Also take note of the deflected trim tab. The Kommandant noticed that there was no apparent method to adjust the trim tab in flight. We would find out later that there used to be a way to adjust it. However, this airplane has about one angle of attack and one speed that it likes to fly at. The crew decided that after several years of flying and never once adjusting the trim tab, why not just make it a fixed tab. Because of its large deflection, the crew is considering readjusting the tail incidence.



Here we see the Kommandant inspecting the Number 2 engine. The crew must have noticed his concern, because shortly after this picture was taken, the mechanic started to remove the side panels on this nacelle. Of course, the Vimy conforms to the Law of Panels Attached With Screws, which states that when removing a panel attached by n screws, only $n-m$ screws will be easily removable, where $0 < m < n$. So what's worse than having to drill out screws to get a panel off? Doing it in front of a whole mess of lookey-loos.

During the question and answer session, as is typical of many EAAers, the vast majority of the questions were about the engines (where are the other airframe guys out there?). The Vimy was originally powered by rather large Chevrolet engines, which still exist in a hangar somewhere. The current engines are built by BMW. Several years ago,

BMW was a huge supporter of the project, to the point of spending something like \$100,000 on developing the engine installation. Per the contract, the engines would remain the property of BMW until successful completion of the flight to South Africa. Upon landing in South Africa, ownership of the engines would transfer to the owners of the Vimy. The Vimy made it to South Africa and ownership of the three engines (one spare) was transferred. Unfortunately, about this time the management of BMW changed, and the new management would be much happier if all vestiges of the BMW engines disappeared from this airplane. In fact, since then one of the engines "blew up" and BMW refused to supply parts to repair it. The spare engine was installed, so there is currently no spare.

Of course, it was about one to two days after the Flabob landing that BMW lawyers got a court injunction to prevent the Vimy from flying in the United States. Seems they were afraid of the American lawyers hiding under every rock. The injunction lasted about a day.

The propellers were custom made in Germany and are identical to the original Vimy props except that they turn in the opposite direction from the originals. As an idea of just how close to the edge this aircraft is operated, in climb and cruise the engine RPM is about 5000 and the prop RPM is about 1000. Both of these are somewhere around 95 to 100 per cent of redline.



The nose section shows the Pitot tube on the very nose of the aircraft. Hmmm, wonder if that flat plate behind it causes any errors? The crew said they are still experimenting with locations for the Pitot tube, as the original location (somewhere else) was not satisfactory.

After a while we decided that our work here was done. We once again returned political control of the airport to the Flabobians, climbed in the *Fighting Skywagon*, and took off to return back to the secret *Project Police* base.

- Russ Erb

New Member

The *Knife's* influence is strong and far reaching. He has managed to convince **Kent Troxel** that he wants to be

a member of the coolest EAA Chapter around (*yes, I'm talking about our chapter, you doofuses!*). Kent and his wife **Nina** live in Palmdale, and he works at Northrop as an Industrial Engineer with George. In a past life, Kent has been an Army Aviator. Maybe we could get him to tell us about the life of a rotorhead (*okay, not all Army Aviators are helicopter pilots, but since he didn't specify, that was the safest bet*). He has expressed an interest in the new RV-7. I don't know of anyone building one of those, but we can sure find plenty of RV builders around here. Welcome to the chapter, Kent!

Project Police Aircraft Spotters Quiz

I told you this one was easy, but **Jim Piavis** was the only **PPO** who bothered to send in an answer, and he sent it in before the meeting, which he wasn't even able to attend to find out the real identity of the **Gilbert XF-120**. Jim writes:



"I'll take the Spotter's quiz for 1000, Alex.

How about the Martin XB-51. Originally designed as a low-level attack bomber. It had a "new" bicycle type gear configuration, full span flaps and spoilers for roll control. It also had three GE J47 engines, two in the pods and one in the tail. The pilot could also control angle of incidence of the wing to minimize nose high take-offs and landings, common for swept wing aircraft. Crew of two, a pilot under a top bubble and the Nav just behind the pilot under a flush window. Only two were built as it lost a light bomber competition to Canberra."



All right, that was too easy. Now it's time to push the difficulty factor back up to the usual **Project Police** levels. If you think you can identify the preceding aircraft, send your guess to the newsletter editor at erbman@pobox.com, call at 661-258-6335, or write to the return address on this

newsletter. Special bonus points if you can identify the pilot in the picture.

Notice of Proposed Rule Making

NPRM-99-07-21

Celebrity Pilots; Pilot-in-Command Requirements;

Proposal: All pilots that are recognizable by more than 0.5% of the US population shall be required to obtain ATP certificates, accumulate 5000 hours flight time, and be type-rated in 52 different aircraft before being allowed to solo. This includes famous 1970's pop singers, 12-year old cross-country flight stunt pilots, and people with DNA that is closely related to famous politicians. Furthermore, Part 103, Ultralights, and Part 61 are amended to prevent celebrities from flying Ultralights unless the ATP certificate is held with a current first-class medical.

Reason for issuance: It has been found that celebrity pilots constitute an exceptional and hazardous risk to the national airspace system and the freedoms and flying privileges enjoyed by the general public. Intensive celebrity flight training will help to prevent knee-jerk reaction by posturing news media and politicians and preserve the national airspace system.

Cost: The cost of this training has been determined to be inconsequential to celebrities than can afford \$400,000+ airplanes for non-business personal use. To not implement this rule will assuredly cost the entire 96 years of progressive development of the general aviation system...

Rumor Has It...

...that a certain detached member of our chapter has recently purchased a no-kidding North American P-51 Mustang. We're expecting him to write to tell us about it and the joys of type specific training, and thus become eligible for official Det-hood....

Web Site Update

As of 7 Jul 01, the hit counter stood at **63156**, giving a hit rate of 44 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

Sep 15: EAA Chapter 49 "Just An Old Fashioned Fly-In," General William J. Fox Field, Lancaster CA. (661) 940-6863

Sep 21: EAA Chapter 1000 Monthly Meeting, 7:00 p.m., Rosamond CA. Zuma's Restaurant. (661) 609-0942

Sep 22: Lancaster Walk of Honor Street Fair (661) 609-0942

Oct 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Oct 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Oct 16: No EAA Chapter 1000 Monthly Meeting. Go to Edwards Open House instead.

Oct 20-21 Edwards Open House

Nov 7: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Nov 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Nov 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Dec 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

Dec 18: EAA Chapter 1000 Monthly Meeting, 6:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Doug Dodson, 4431 Knox Ave, Rosamond CA 93560-6428. Membership in National EAA (\$40, 1-800-843-3612) is required.

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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-258-6335, by e-mail to erbman@pobox.com

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

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

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ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:
MEETING FRIDAY, 21 SEP 01 @ ZUMA'S
CHAP 1K @ LANCASTER WALK OF HONOR
"WE'VE GOT WRINKLES" NEW BUZZWORD?
OPERATION VIMY GAWK



The Leader In Recreational Aviation