



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

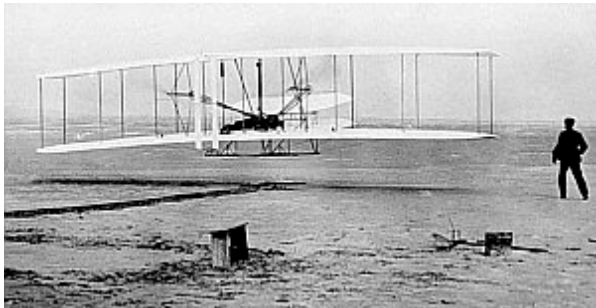
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<http://www.eaa1000.av.org>

December 2003

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:



Project Police Celebration of 100 Years of Powered Flight

and Chapter 1000 Christmas/Hanukkah Party

Tuesday, 16 December 2003
1830 hrs (6:30 PM Civilian Time)
Barone's In Lancaster CA

For those of you who have been holed up in the workshop building your overpowered go-fast domestically produced aerospace vehicle for the last several years and missed the news, it's purt near time to celebrate what Willie and Orv were up to 100 years ago, when they went to all of the effort required to build a fly an airplane just so they could produce the photo above. It would have been a lot easier to just create the picture in Photoshop, but Bill Gates was late in being born.

As **Project Police Officers** are forward thinking types and pre-emptive by nature, not to mention disinclined to change our regular meeting date, we figured we would beat them all by having a big celebration this year on the 100th Anniversary of Powered Flight Eve.

To best celebrate this event, and in keeping with the spirit of the Holidays, your Board of Directors have decided to dispense with a highly technical and historical presentation (since most of us have heard it many times before) and instead invite all **Project Police Officers** and their families to a night of dining and levity at Barone's in Lancaster. This event will be in keeping with the **Project Police's** typical low-key style. Ordering will be from the menu. Barone's is located on Avenue I, and the parking is 'round back right next to where you normally park when

you are visiting Smith Bros. Hobby Shop. **Note the difference in time.**

If you know you plan to attend, please contact **Vice Kommandant George Gennuso** (661-265-0333 or pulsar1@sbcglobal.net) and tell him so. However, if you can't warn him in advance, just come anyway. We'll sort it out as required.

If any one feels it necessary, we can continue with our usual pattern of solving all of aviation's problems. However, such is not required. Besides, we'll need time to hear **Cobra's** seasonal joke and for the **Kommandant** to retell "**The Dog Story**", with additional time for **Mrs. Kommandant** to correct whatever he screws up. Aviation's problems can wait until January.

Last Month's Meeting

EAA Chapter 1000
 Scobee Auditorium
 USAF Test Pilot School, Edwards AFB CA
 18 November 2003
Gary Aldrich, Presiding

BLOWHARD!

Russ "Erbman" Erb finally put to rest the age-old aviation question as to whether to suck or blow. Hmm... perhaps that didn't come out right.

About a dozen or so stalwart chapter members assembled at the EAFB TPS auditorium to see how long it would take Russ Erb to completely suck the air out of the room as he lectured us all on the virtues and pitfalls of turbo/supercharging. As Russ took the podium, our worst fears were realized. We were to suffer Death By Powerpoint (71 slides!)

However, our fears proved groundless. Russ provided one of the finest presentations we have had the privilege, and pleasure, to experience. His meticulous and lucid explanation of the various methods of supercharging and turbocharging, ranging from general aviation applications to the heavy breathers of WW Dos was "**absolutely phenomenal**" in the words of **Bill "Tex" Irvine**, who rarely employs superlatives except when ordering from Burger King. Russ elaborated on the bulky and complex turbocharging systems of the Allison engine on the P-38 and the radial engine on the P-47, contrasting them with the supercharged Merlin of the P-51.

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The presentation topper, of course, was the No.1 reason to employ turbocharging on a GA aircraft is a matter of economics. It is the best way to keep A&P mechanics employed.

Pre-arranged contingency plans to shoot anyone asking questions at the end of the presentation proved unnecessary. Russ was emotionally drained at the conclusion, and those who were still awake at the end sat in open-mouthed awe.

"Victory" was declared by the Kommandant after an appropriate period of respectful silence. As is customary when at Edwards, the assemblage retired to the BK lounge and offered Russ a "super-size" value meal. Russ declined and chose a single cheeseburger, no lettuce, pickles or onions. We especially enjoyed Russ's demonstration of how turbocharging really works by spitting Coke through a straw (*hmmm...I don't remember that...*). Good job, **Russ**.

- Kent "Cobra" Troxel
Secretary

Kommandant's Korner

Well, here we are at the end of the first week in December and the poor **Fightin' Skywagon** still sits in Sin City with her naked engine mount yearning for the warmth and vibration of a big-bore Continental. Not surprisingly, the process of removing the engine, tearing it down for damage inspection, and putting all the pieces/parts back together will end up taking just about the same time as the engine/prop overhaul did back in January. This length of time, about 8 weeks, would seem to be an empirical constant in the great equation of aircraft maintenance. The two periods of extensive rework...one scheduled, one not, conspired to limit my C180 log entries to just over 100 hours for 2003. That's not too bad, by some standards, but well below the desired numbers. I was also reminded at lunch today that I flew not one Young Eagle in 2003. Shame on me!

The good news, of course, was that the teardown/inspection process did not reveal any damage, other than some unusual wear on the prop governor fly-weight assembly. If you've seen the pictures I presented at the October gathering, you might find that hard to believe...as I did. However, it appears that the big McCauley club of a propeller "took one for the team" and protected the valuable innards from serious damage. I'm continually amazed that these big, clumsy hunks of steel and aluminum can withstand the amount of punishment associated with normal flying, let alone something like a close encounter with an oil barrel. I wonder how the "new and improved" light aircraft engines (Diesels, et al) would have fared in this incident.

This month we'll continue with the recent Chapter 1000 tradition of a gathering of the Project Police and their spousal units at a local food emporium to celebrate the

camaraderie we all enjoy in "the chapter with the most zeros". Rather than solving all the aviation world's problems as we usually do, we will concentrate on the re-telling of the customary jokes and stories and reflecting on the auspicious anniversary that's upon us. Just imagine what we'd all be doing with our spare time if the Bishop's boys had stuck to bicycles. Would **NLE Erbman** have a 400 lb, 4130 "Bearcycle" in his garage? Would the **Fightin' Skywagon** have 10-speeds, a banana seat, and playing cards clothes-pinned to the spokes?

I was privileged to participate in last month's record Young Eagle Rally at Fox. When I walked up to the terminal building that Saturday morning I was astounded at the size of the crowd, nearly bursting the old building at the seams. The unflappable Miles Bowen, using every bit of his Tennessee patience and charm was printing out certificates, sweet-talking frustrated parents, and giving press interviews. His lone helper was attempting to establish some order with the backlog of kids while the small fleet of planes attempted to handle the horde of eager young flyers. I quickly assumed duties as "plane loader/certificate presenter" and even managed to Shanghai a couple of helpers. Anyway, I won't belabor the issue as you've probably seen Miles' report of the day. The reason I brought the whole thing up is that Miles has performed an outstanding service to both Chapters 1000 and 49 as Young Eagle Coordinator for the last three years (I think it's three) and deserves to take a break for a while. That means that someone reading this newsletter needs to step forward to ensure that our chapter's support of this vital program continues. Miles has the program running like the proverbial Swiss watch. It's as close to a "turn-key" operation as one could make it. As Coordinator you would simply have to devote a Saturday a month to providing life-changing experiences to young people and helping to guarantee the future of aviation in America...great rewards for a modicum of effort. Don't believe me? Call Miles...please.

Happy Holidays, Fly Safe, and Check 6!

- Gary Aldrich
Kommanding

P.S. Fox's runway and taxiways will be closed for maintenance on Dec 8, 9, 10. Call the Airport Manager at (661) 940-1709 for details.



Young Eagles Update

What a great Young Eagles Rally! Not in my wildest dreams did I think that we would break the record of 134 Young Eagles we flew in Tehachapi last month. Today, despite threatening weather, and an initial shortage of pilots and ground crew, we flew 155 (!!!) Young Eagles at Fox Field.

We started the day with only two ground crew and three pilots, and standing room only with Young Eagles

and families in the Fox Terminal. **Jeff Luther** noticed that we were sinking fast and threatened some of the hangar flyers in the Foxy's Landing Restaurant to get off their duffs and hit the ramp with their airplanes. We eventually ended up with nine pilots and 5 ground crew to help pull off the third record rally of the year. A large part of the initial shortage was due to the totally un-flyable weather in Tehachapi this morning. I know for a fact that it kept several Tehachapi pilots and ground crew from attending.

I have to credit/blame **Herb Carlson** with the record Young Eagle turnout. He worked with the Boy Scouts in his area to bring out quite a few of those that showed up today. He also had the Friday Valley Press publish an article with the bold headline of FREE FLIGHTS OFFERED KIDS. Instead of being way back in the Community section as usual, this article showed up in Section A! Knowing what the result of such an article was going to be, Herb made arrangements with some of the Young Eagles and their families to start flying at 6:30am!! He was still among the last pilots flying the last round after 4:00pm. Way to go Herb!!!

Ground Crew:

Sharon Shipp	Aircraft Assignment
Jeff Luther	Ramp Escort and Pilot Roundup
Gary Aldrich	Ramp Escort and Certificate Presentation
Jeff Harband	Ramp Escort
Miles Bowen	Certificate Production
Karen Steinaway	Post-rally paperwork

Pilots/Aircraft/#Young Eagles

Pilot	Type	#YE
John Bush	Cessna 140	17
Herb Carlson	Cessna 172	45
Paul Rosales	RV-6A	8
Bob Hoey	BD-4	9
Shel Simonovich	Cessna 150	10
Tina Visco	Cessna 120	8
Doug Dodson	Mooney M20C	15
Jonathan Ames	Cessna 172	17
Wayne Babcock	PA-28	26

Total this rally: 155!!!

Welcome to **Jonathan Ames**, a new Young Eagles pilot. Jonathan is a pilot for the LA Police Dept, and was just arriving at WJF after his shift and wanted to know what all the crowd was about. **Gary Aldrich** immediately drafted him and his 172 into service.

Also, welcome back to **Wayne Babcock** who hadn't flown Young Eagles for about 4½ years. After flying his 26 kids today, he commented that he had forgotten how good it feels to see the excitement and smiles on their faces. Keep up the good work Wayne!

In general, the crowd endured the three to four hour wait for their Young Eagle ride very well. I have to give **Sharon Shipp** (aircraft assignment) credit for having the "patience of Job" in answering the question "**When will it be my turn?**" about a million times. Some Young Eagles and parents had other commitments and could not wait, so

I have about 30 registration forms for kids that did not get a ride today. I told them that I would try to arrange a flight for them over the next several weeks. If you are a pilot and would like to add to your total, PLEASE let me know, and I get the forms to you and you can make arrangements with the families for the flights.

To date, 51 pilots have flown 786 Young Eagles for Chapters 49 and 1000 so far this year. Here they are in alphabetical order:

Jonathan Ames	17	Ozzie Levi	4
Wayne Babcock	26	John Manduca	3
Mark Backes	1	Ed McKinnon	60
Paul Baldwin	4	Con Oamek	29
Michael Barnes	3	David Orr	3
Ted Blaine	14	Wen Painter	15
Miles Bowen	49	Kirk Peek	5
John Bush	41	Arnie Peterson	4
Tim Cahoon	17	Raymond Powell	7
Herb Carlson	90	Kevin Reilly	9
Lynn Crawford	3	Paul Reukauf	5
Kim Cummings	26	Jim Roberts	16
Geoffrey Dille	5	Paul Rosales	26
Doug Dodson	23	Ted Rutherford	4
John Fisher	2	George Sandy	30
Don Gates	26	Jack Schweizer	12
Frank Haertlein	8	Shel Simonovich	35
Eric Hansen	21	Bob Souza	36
Pierre Hartman	1	Doug Triplat	3
Ken Hetge	9	Lee Trlica	1
Bob Hoey	14	John Tumilowicz	2
Bill Hoverman	12	Beverly Vander-Wall	5
Steve Ivey	11	Dean Vander-Wall	6
Mike Lamb	1	Christine Visco	29
Olaf Landsgaard	6	Bob Waldmiller	2
Mike Lerner	5		

In case you've been out of touch, the one millionth Young Eagle was entered into the World's Largest Logbook last Thursday, November 15, 2003. The flight occurred in Illinois on October 25. I still have not heard what the new goal(s) of the Young Eagle Program will be, but I hope that all of you will continue to support the new local coordinator (whoever that might be) as well as you've supported me over the last three years.

If you or anyone you know is interested in assuming the position of Young Eagles Coordinator for Chapters 49 and 1000, please contact me at cessna170bdriver@yahoo.com, or one of the Chapter Presidents: Scott Liefeld (Chapter 49) at Pietman@qnet.com, or Gary Aldrich (Chapter 1000) at gary.aldrich@pobox.com.

Remaining Rallies for 2003

Dec 13	Cal City Muni, Terminal Building	8:00am
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- Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator
 av_young eagles@yahoo.com
 (661)822-0806 (home)
 (661)275-6528 (work)

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G-202 Update

Happy Thanksgiving to all,

As most of you know, building this 2-seat, carbon fiber, aerobatic machine has consumed most of my free time over the past 6 years. It is finally very close to taking flight.

2003 Summary

Feb: Painted in a very colorful scheme that is sure to draw attention (graphics inspired by Monster Garage perhaps?)

Spring/Summer: Engine installation along with fuel and oil systems, all electrical wiring, instrument panels and avionics installation.

Oct: Moved into a hangar at Mojave (reason: available hangar space and nice long runways)

Nov: Wings, rudder, elevators and aileron installations, fuel tank checks, prop install.

Last week: Weight and Balance (total empty weight: 1050 lbs). About an average weight for a G-202. Perhaps an excellent weight for such a high end paint job, heavier angle-valve engine, and a lot of nice upgrades.

Up next: Engine runs then some taxi tests.

So, when will it fly? I wish I knew...actually, as soon as we can and that should be soon.

I will get a project fact sheet out next email to cover any FAQs.



ARRIVAL AT MOJAVE! WINGS IN THE BACKGROUND ("Velocity" project way in the back)



COLD NIGHT IN MOJAVE HANGAR



WEIGHING IN AT 1050 POUNDS (A Lean Machine!)

Thanks and I look forward to sharing more news in the next few days,

- Howard Judd

(1 December 2003)

The long weekend was great for making progress. On Friday, the FAA, Designated Airworthiness Representative paid us a visit. This required about 4 hours. About half of the time was inspecting the aircraft and about half for the paperwork. Our DAR was **Adam Valdez** from Bakersfield and I would highly recommend him to anyone else in need of a DAR. He said it was the best job airplane building he had seen that day...(his trademark comment on inspections.) Actually, he was impressed with the build quality and finish and only had a few gigs. Not bad since we did not do our own dedicated inspections since we were working on various things right up until he arrived.

During the weekend we started and ran the engine and yesterday saw the first taxi tests (all of this without engine cowlings installed). So far so good and the taxi handling is very nice for the obvious taildragger issues. My overall comment would be "this feels like a very small airplane with a whole lot of engine!"

Next up high power runs with cowlings installed to check cooling.



DAR inspecting the aileron attachments.



Returning from some taxi tests.

Thanks for the comments. More to follow.

- Howard Judd

Creating An Extension Drill

Need a drill bit longer than is readily available from your usual sources? Here is how I made a long 3/8" drill bit to drill the landing gear fittings out to their final size. The joint was surprisingly strong, remaining attached even under torque sufficient to yank the drill motor out of my hand. The drill bit and extension rod are brazed together, because the heat of welding would destroy the temper of the drill bit.

You will need silver brazing rod. budd davisson told me to get Silvaloy A-45 in a 1/32" wire. This is a brazing rod that is 45 percent silver. I walked in to my welding supply store and asked for this, and they pulled a reel out of the super-secret protected area (under the cash register). The stuff ain't cheap (what did you expect for silver?)--when I bought mine it was \$11.30 an ounce, and one ounce was 48 inches long. For this operation I bought one ounce of wire and had some left over.

You'll also need brazing flux. The flux I bought is Harris Stay-Silv[®] White Brazing Flux. budd also suggested name brands Ultra Flux and Black Flux.

The pictures below are mine. The words in quotes are budd davisson's directions to me. The drill bit was a standard High Speed Steel bit (I saw no reason to get a more expensive bit since I was only using it for a few holes. Use plenty of cutting oil when drilling.) and the rod was a cold rolled steel rod from the local hardware store.



"If you're going to braze an extension on a drill bit grind a flat that's half the diameter of the bit at least an inch long. Two inches is better. Do the same on the extension rod. Make them so they fit nice and tight."



Another view of the flats ground in the bit and rod. The discolorations are from the heat of grinding.



"Put some flux on the joint area and melt just a hint of rod on to it and spread it around with something like a screw driver while it's still hot. All you want it to do is "tin" the surface, which is just a thin coating of the rod material. The flux will make the brazing stick to the surface and flow out so it wets the area."

"The instant you see this for the first time it'll make perfect sense and you won't need to read the below, but I'm going to write it anyway."

"I don't know which rod you've got but if it's 45% silver a propane torch should melt it fine. Try it and see. A oxy torch can put too much heat into it and cook it."



"When you've got both surfaces tinned, put just a little flux on one side and clamp them together LIGHTLY. You can actually just have them laying in the gully of a piece of angle iron as long as they are contacting each other. You need a hairline crack between them and just laying against each other should leave that."

"I've made maple clamps for this where I routed a groove half the depth and the same diameter of the rod and bored a couple of 3/4" holes side by side to form a slot in the middle. Then I routed another block to lay on top of it, but I cut it in half to use part of it on each side of the slot to clamp the respective pieces in position. I always set fire to the block but the joint was always good."

"Once you've got the pieces lined up, you're going to heat the joint area until you can see the tinning at the edges of the crack melting, then you're going to feed just a little wire into that crack. The tinning of the two pieces will actually flow together inside and the extra wire will be sucked into the crack by capillary action and fill in any voids. Feed the wire from both sides of the joint and don't get it so hot that it boils the melted wire. It'll take almost no wire to do this. Dab it on one side and you'll see it get sucked into the joint. If it doesn't, it's not quite hot enough, but don't over do it. It might be that the tinning was thick enough that it filled most of the void. Just feed it until it won't eat any more then stop."

- Russ Erb

The Horror of Blimps

by Scylla (*sent to us via e-mail*)

Last week while travelling I stopped at a Zany Brainy store and saw that they had a blimp for sale. It's called Airship Earth, and it's a great big balloon with a map of the Earth on it, and two propellers hanging from the bottom. You blow up the balloon with helium, put batteries in it, and you have a radio control indoor blimp.



I'd seen these things for sale in Sharper Image catalogs for \$60-\$75. At Zany Brainy it was on clearance for \$15. What a deal!

Last night my wife was playing tennis and it was just my daughter and I at home. I bought a small helium tank from a party store, and last night we put the blimp together.

Let me tell you, it's quite a blimp. It's huge. The balloon has like a 3 ft diameter.

We blew it up with the tank, attached the gondola with the propellers, and put in batteries.

Then we balanced the blimp for neutral buoyancy with this putty that came with it, so it hangs in the air by itself neither rising nor falling.

It was easy and fun, and then I blew up another balloon and made Mickey Mouse helium voices for my daughter.

My three year old girl loved it. We flew the blimp all over the house, terrorized the dog, attacked the fish tank, and the controls were so easy my daughter could fly.

Let's face it, blimps are fun.

Alas, the fun had to end and my daughter had to go to sleep. I left the blimp floating in my office downstairs, my wife came home, and we went to bed, and slept the sleep of the righteous.

At this point it is important to know that my house has central heating. I have it configured to blow hot air out on the ground floor and take it in at the second floor to take advantage of the fact that heat rises.

The blimp, which was up until this moment a fun toy, here embarked on a career of evil. Using the artificial convection of my central heating, the blimp stealthily departed my office. It moved silently through the living and drifted to the staircase. Gliding wraithlike over the staircase it then entered the bedroom where my wife and I lay sleeping peacefully.

Running silently and gliding six feet or so above the ground on invisible and tiny air currents, it approached the bed.

In spite of it's noiseless passage, or perhaps because of it, I awoke. That doesn't really say it properly. Let me try again.

I awoke, the way you awake at 2:00 AM when your sleeping senses suddenly tell you without reason that the forces of evil on converging on you.

That still doesn't do it. Let me try one more time.

I awoke the way you awake when you suddenly know that there is a large levitating sinister presence hovering towards you with menacing intent through the malignant darkness.

Now sometimes I do wake up in the middle of the night thinking that there are large sinister and menacing things floating out of the darkness to do me and mine evil. Usually I open my eyes, look and listen carefully, decide it was a false alarm, and go back to sleep.

So, the fact that I awoke in such a manner was not all that unusual.

On this occasion I awoke to the sense that there was a large menacing presence approaching me silently out of the gloom, so I opened my eyes, and there it was! A LARGE SILENT MENACING PRESENCE WAS APPROACHING ME OUT OF THE GLOOM, AND IT COULD FLY!!!

Somewhere in the control room of my mind a fat little dwarf in a security outfit was paging through a Penthouse while smoking a cigar with his feet up on the table, watching the security monitors of my brain with his peripheral vision. Suddenly he saw the LARGE SILENT SINSITER MENACING FLOATING PRESENCE coming at me, and he pulled every panic switch and hit every alarm that my body has. A full decade's allotment of adrenaline was dumped into my bloodstream all at once. My metabolism went from "restful sleep mode" to HOLY @#%\$! FIGHT FOR YOUR LIFE OR DIE!!!! mode" in a

nanosecond. My heart went from twenty something beats per minute to about 240 or even faster.

I always knew this was going to happen. I always knew that skepticism and science were mere psychological decorations and vanities. Deep in our alligator brains we all know that the world is just chock full of evil and monsters and sinister forces aligned against us, and it is only a matter of time until they show up. Evolution knows this, too. It knows what to do when the silent terror comes at you from out of the dark.

When 50 million years worth of evolutionary survival instinct hits you all at once flat in the gut at 200 mph it is not a pleasant sensation.

Without volition I screamed my battle cry (which is indistinguishable to the sound a little girl makes when you drop a spider down her dress (not that I'd know what that sounds like,) and leapt out of bed in my underwear.

I struck the approaching menace with all my strength and almost fell over at the total lack of resistance that a helium balloon offers when you punch the living @#%\$ out of it with all the strength that sudden middle of the night terror produces.

Its trajectory took it straight into the ceiling fan which whipped it about the room at terrifying velocity.

Seeking a weapon, I ripped the alarm clock out of its plug and hurled it at the now High Velocity Menacing presence (breaking the clock and putting a nice hole in the wall.)

Somehow at this moment I suddenly realized that I was fighting the blimp, and not a monster. It might have been funny if I didn't truly and actually feel like I was having a legitimate heart attack.

On quivering legs I went to the bathroom and literally gagged into the toilet while shaking uncontrollably with the shock of the reaction I'd had.

Unbelievably, both my wife and daughter had completely slept through the incident. When I decided that I wasn't having a heart attack after all I went back into the bedroom and found the blimp which had somehow survived the incident.

I took it to the walk in closet and released it inside where it floated around with the air currents released from the vents in there. I closed the door, this sealing it in, and went back to bed. About 500 years later I fell asleep.

At about 7 am my wife awoke. She had been playing tennis and wasn't aware that we had assembled the blimp the previous evening, and that it was now floating around the walk-in closet that she approached.

The dynamic between the existing air currents of the closet and the suction caused by opening the door was just enough to give the blimp the appearance of an Evil Sinister Menace flying straight towards her.

This time the blimp did not survive the encounter, nor almost, did I, as I had to explain to my very angry spouse what motivated me to hide an evil lurking presence in the closet for her to find at 7 am.

I can order replacement balloons on the internet but I don't think I will.

Some blimps are better off dead.

Project Police Aircraft Spotters Quiz

Well, let's just say that Evil Editor Zurg was...uh...underwhelmed by the paucity of your responses to last month's quiz. Checking the records, we received...uh...no responses. Not even any wild guesses.

So, as promised, last month's aircraft was the Fairchild F11 Husky. This aircraft was designed and built in Montreal in 1946 for the bush market, but ran smack into two huge problems. The first was the 450 hp engine—the same engine as the Beaver, but apparently the Husky was larger and heavier. As a result, it was considered underpowered. The second problem was the introduction of the Beaver, which became wildly popular. As such, only 12 Huskies were ever built.

Want to know more? Go to:

<http://www.wcam.mb.ca/NewWeb/AC/FAIRCHILDHUSKF11.html>

<http://www.bushplane.com/text/husky.html>



Do you have any pictures of really obscure aircraft? Send them to Evil Editor Zurg by any of the usual means for inclusion in this spot. Zurg recommends sending an e-mail to erbman@pobox.com as the easiest and most effective manner. Amaze and stump your friends.

Web Site Update

As of 5 Dec 03, the hit counter stood at 86884, for a hit rate of over 21 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

Dec 13: Young Eagles Rally, 8:00 am, California City Municipal Airport, California City CA. (661) 822-0806

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

Jan 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Jan 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

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Feb 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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Apr 20: EAA Chapter 1000 Monthly Meeting, 5:00 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.

Contact our officers by e-mail:
 President/Flight Advisor Gary Aldrich: gary.aldrich@pobox.com
 Vice President George Gennuso: pulsar1@sbcglobal.net
 Secretary Kent Troxel: ktroxel@antelecom.net
 Treasurer Doug Dodson: dodsond@qnet.com
 Technical Counselors: Gary Sobek gasobek@attbi.com
 Ron Wilcox avi.ator@verizon.net Bill Irvine wgirvine@yahoo.com

EAA Chapter 1000 Technical Assistants

<i>Composite Construction</i>		
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**THE LEADING EDGE
 MUROC EAA CHAPTER 1000 NEWSLETTER**

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ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
 REGULAR MEETING 16 DEC AT BARONE'S
 G-202 UPDATE
 MAKING AN EXTENSION DRILL BIT
 THE HORROR OF BLIMPS**



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