



EAA Chapter 1160 • Pahrump NV

January 2024 Newsletter

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Hello Member,

2024 is rolling!

This month we:

- Welcome the new officers for 2024
- Launched several new programs to attract and inspire new members
- Add a 2nd Young Eagles Rally to realize twice as many dreams of flying
- Revisit the plans to build a chapter building dedicated to our EAA activities
- Continue the adventure as Ron makes his way home in his "new" 1942 Stearman
- Make major changes to our chapter calendar

Thank you to these new officers for volunteering their time and passion to the EAA mission. Give these folks a smile and a high-five next time you see 'em!

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|-----------------------|----------------|
| • President | Glenna Wagner |
| • Vice President | Hans Conser |
| • Treasurer | Don Hibbert |
| • Secretary | Tammy Moore |
| • Newsletter Editor | Larry Moody |
| • Program Coordinator | Charles Wagner |
| • Web Editor | Larry Moody |

New programs aim to bring new faces to the table; kids *and* adults! Here is a reminder of the contacts for each program. Call them up! Get involved! Make some dreams come true!

Committee	Members	Phone
Flying Start	Hans	702-232-1908
Fundraising	Gladys	281-602-9702
Marketing	Larry, Hans	702-499-8229
Model Building	Bob	775-469-3052
Eagle Flights/Pilot	John, Peter	702-449-3147
Project Airplane	Lee	760-608-2765
Simulator	Larry, Ron, Tom	702-499-8229
Young Eagles	Larry, John	702-499-8229

The Eagle Flights program is moving forward (in baby steps, but forward is forward). If you know any adults with a dream to fly, contact John or Peter to help get them off the ground!

We've added another Young Eagles Rally in May! We hope to double the number of kids that we fly each year! The Young Eagles Rally is always an 'All hands on deck' kind of event. We need all the help we can get, so please let us know if you can help out!

The Building Committee is exploring our options for a dedicated space for EAA activities. If you have experience with construction or zoning or real estate or you just want to give us money 😊, please let us know! We can find a place for you!

Are your dues paid? As of January 1, 2024, the dues will be \$25 per year per family. This minor increase will help fund major efforts for some very deserving young pilots-to-be!

My 1942 Stearman

<continued>

By Ron Settje

My understanding is that the Stearman aircraft were built as a primary trainer for navy and army air corps (the air force did not exist at this time) personnel from 1939 to 1945. A little over eight thousand Stearmans were built during the war with another two thousand available in parts, but not yet assembled, by the end of the production run that ended in 1945. Young cadets would enter primary flight training at various bases around the country. These pilots were taught to fly in the Stearman and then moved to more advanced training in retractable gear aircraft with larger engines. Upon completion of their training these pilots would be shipped out to the European or Pacific theatres to fight in WWII. The US military originally powered the Stearman with a 220 hp Continental or 225 hp Lycoming engine. Later in their production run, due to a work stoppage at the engine manufacturer, Stearmans were powered with the 275 and 300 hp Jacobs radials. Even later 420 hp Pratt & Whitney radial engines were installed.

When a tricycle geared aircraft experiences side load, while taking off or landing, the tendency is for the aircraft to correct its direction and track straight down the runway. This occurs because the aircraft's center of gravity, while on the ground, is between the two aft main wheels and the nose

wheel. When an aircraft configured as a taildragger experiences side load the tendency is for the aircraft to ground loop. The taildragger will not track straight down the runway. Instead the taildragger will veer right or left depending upon the direction of the crosswind and other forces acting on the aircraft. The ground loop consists of the aircraft turning on the runway in such a fashion that the aircraft swaps ends. If this turning motion occurs when the aircraft is traveling down the runway at high speed, the aircraft can sustain substantial damage. Typically the wing and the horizontal stabilizer in the tail, on the outside of the turn strike the runway. In addition, the main landing gear on the outside of the turn can experience side loads great enough to collapse the landing gear. With the gear collapsing the fuselage strikes the runway and causes damage. Finally, the propeller strikes the runway which results in a complete engine rebuild. A ground loop that occurs when the aircraft is traveling at relatively high speeds down the runway can cause extensive damage. The ground loop can occur at landing or takeoff. A ground loop is prevented by the pilot with a combination of rudder and braking action. The pilot must eliminate any tendency of the aircraft to wander from a straight path directly down the runway while allowing the aircraft to continue either its takeoff or landing roll.

The Stearman was called the "Yellow Peril" by WWII cadets. Without constant attention by the pilot, the Stearman could easily

take command of a situation with the pilot becoming a passenger in the aircraft. This phenomenon is greatly exacerbated with a larger engine. The larger engine brings with it greater weight and horsepower. My Stearman sported an engine significantly heavier than a stock engine. In addition, the 600 hp Pratt introduced significant additional left turning tendency due to P-factor when power was applied. For these reasons I was very respectful of my Stearman. I knew that I had barely acquired the skill to fly a C180 with a 230 hp Continental on wheels. I realized that I didn't have the skill to fly a 600 hp Stearman, especially a Stearman with original brakes.

I looked the big Pratt over carefully. I conducted a walk around of the Stearman. Everything was huge. The engine was huge. The tires were huge. The landing gear was huge. The wings were huge. Even a novice such as myself could see that this was an airplane built for rugged airstrips and rugged handling. The ship had an aura of durability that is difficult to describe. I peered inside the front and aft cockpits. You could see the structural longerons running fore and aft inside the cockpits. This was an awesome airplane. Completely different than the Cessnas, Pipers, and de Havillands to which I was familiar.

Freddie and I pushed the Stearman into the sun and washed the dust from her. Freddie checked the engine oil and went to start the engine. It was now that I leaned

my Stearman didn't have an electrical system. The engine had an electrical starter but no battery and no master switch.

Freddie pulled his mustang up to the Stearman and used his car battery and jumper cables to start the engine. Hand propping the engine was really not an option because of the engine compression of the 1340 Pratt. Although I wasn't going to move the Stearman this year, I knew I would have to install an electrical system. Otherwise the 3,080 mile trip from Louisiana to Alaska would be more arduous and inconvenient than necessary. I also discovered the ship did not have a radio. This was a piece of equipment that would also have to be installed in the future.

Freddie took us flying. Nora and I stood there with some trepidation. Joyce was enthusiastic. She hopped into the forward cockpit without hesitation and with a big grin on her face. Joyce had expressed joy at the thought of flying in the Stearman the previous evening. She especially liked aerobatics. Freddie began his take off roll. The tail came off the ground immediately. The ground roll lasted about 75 feet and the Stearman was in the air. Freddie took the Stearman to altitude above the field. He flew inside loops, hammerhead stalls, and rolls. While Nora was watching this she exclaimed, "Oh my gawd! I'm not flying in that airplane if he is going to do those types of maneuvers". One of the hammerhead stalls ended over the threshold to the runway and Freddie screamed over the field at low altitude. He came in and

landed. It was my turn.

I donned the leather helmet, ear plugs, and goggles. This was aviation equipment I had not used before. I strapped myself in the forward cockpit and I was feeling quite overwhelmed. I felt that I had just strapped my butt to a racing automobile and I wasn't prepared for the ride. One of the reasons I bought the Stearman was so that I could fly it in an aerobatic mode. I thought this would be fun and would improve my pilot skills. I was beginning to wonder if this was for me, or had I made a mistake and was I in over my head?

Freddie crossed the ditch and was at the edge of the runway. He quickly applied power and the Stearman was in the air. Freddie climbed for some altitude above the airstrip. He then flew the Stearman straight up. She climbed for quite some distance before losing forward momentum. Just before all forward momentum was lost Freddie applied full right rudder and now we were pointed straight at the ground. I had never been in an aircraft when any type of aerobatics were being flown. So this was completely new. But to fly these maneuvers in an open cockpit biplane was an experience of a lifetime. As Freddie pulled out of the dive the airstrip was directly in front of the ship. We roared down the field just above the roof tops. I believe I had a big grin on my face by this time.

Freddie flew off in straight and level flight. It was exciting to sit behind that big engine. The noise of the engine and wind,

and seeing those big wings stretched out before me as we flew along at 135 mph was something. Even the terrain below was different. Rather than rain forests of the North Country there were green and yellow rice fields where farmers were growing crops. It was different and beautiful at the same time.

Freddie was pounding on the outside of the fuselage and shaking the stick. He wanted me to take the controls. I reached down and put my feet on the rudder pedals and found my knees were touching my chest. It was uncomfortable and I knew I couldn't fly the Stearman in coordinated flight if I made even a simple turn. And I didn't know how to adjust the rudder pedals. I shook my head back and forth no, I didn't want the stick.

Freddie didn't see me shaking my head, or he didn't understand, because he let go of the stick. He had relinquished control of the Stearman. Shortly the Stearman began to roll to the left in a nose down attitude. Although we were close to the ground I thought nothing of it because I thought Freddie was executing another aerobatic maneuver. As the Stearman approached inverted flight in a nose down attitude we flew closer and closer to a cow pasture. Freddie was beginning to wonder what I was doing since there was nothing of interest in the cow pasture. Meanwhile I was sitting in the forward cockpit with my hands securely wrapped around structural tubing inside the cockpit. As Freddie became more

uncomfortable he nudged the stick and realized that I did not have it. The Stearman immediately came around to straight and level flight. I was completely unconcerned and starting to have a good time. Moments later the airstrip came into view. The Stearman narrowly (by my standards) missed some trees at the very end of the runway and touched down without so much as a bump or jolt, and with only one downward change in the rpm setting. We rolled down the runway and crossed the ditch. Freddie sure could fly this machine. He was a master at the controls.

It was Nora's turn next. She was reluctant to go. Freddie promised no acrobatics, just straight and level flight. After some coaxing Nora agreed to go. They flew around the patch a couple of times and landed. Nora had this big grin on her face. She wanted to go again only further from the airstrip. They took off again and disappeared from view. Shortly they were back again. After landing Nora still had a big grin on her face.

The crop dusting mechanics and ground crew had remained at the field even though the last flight of the day had landed as we arrived. One of the young men in the ground crew had not flown in the Stearman before. Freddie took him up. They did inside loops,

rolls, hammer head stalls, the works. After this flight it was late afternoon and discussion focused on dinner. The Stearman was put away for the day.

The next morning it was just Freddie and I. We flew the Stearman for about ninety minutes. Freddie was at the controls. More hammerhead stalls and 360 degree rolls in the time you could blink your eyes. I'm not kidding. We cruised the country side. It was beautiful. The sounds, wind, and sensation was the same as the day before. The flight ended too soon. We had agreed to over fly the house so Joyce could take some photos and then she would drive to the airstrip for a flight with Freddie after we had landed.

My time was up. In order to return to work in Alaska on time I had to be departing for the California coast that afternoon. As I was returning to Lafayette to pick up Nora and leave for the west coast this black and yellow Stearman buzzed the road and my vehicle. The last pass included rocking wings, the signal for hello or good bye, and then the Stearman disappeared.

<to be continued.>

To read the full story, click [here](#)

Important Updates to the EAA Calendar:

- Here's a twist you may not have expected... We're holding meetings every month now, *including July and August!* We know... it's hot... very HOT, but there's just too much going on to skip two months. When too much time passes between meetings, we lose the momentum that we're working so hard to create. We can't let that happen. The meetings are indoors and there are always refreshments so please come join us and let's keep moving forward!
- And, as previously mentioned, there is a new Young Eagles Rally scheduled for May. We hope to see you there!
- See the official Chapter 1160 Calendar at <https://chapters.eaa.org/ea1160/event-calendar> for the latest info! Check back often because it changes frequently 😊

Hangar HaHa

Why did the kid study in the airplane?
Because he wanted a higher education!

Here are a few more pictures of past Young Eagles Rallies. Looks like fun, right? Show your friends! Talk to your friends! Invite your friends!





Several generous members have stepped up to help us tackle the EAA mission and get Pahrump flying! Won't you join us?

Come by (almost) every Saturday for coffee and hangar talk!

Join us at the next meeting, February 3, 2024!

Call, email, text, smoke signals, carrier pigeon, Morse code, or any method that works for you!

Meetings and events are listed [here](#)

That's all for now!

See you at the Meeting on February 3rd!



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