



EAA Chapter 1160 • Pahrump NV

February 2024 Newsletter

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Hello Member,

There's a lot going on this month. Check the calendar and/or come to coffee every Saturday for all the details!

This month we're working on:

- Upcoming Young Eagles Rallies and how your old/unused toys can help us out
- The inaugural Eagle Flights Event.
- The inaugural Flying Start Event.
- Expanding our reach in the community with newspapers, magazines, school flyers, and T-shirts
- Educating pilots and future pilots with hands-on aircraft building, maintenance, and repair projects
- Follow Ron to St Louis as the 1942 Stearman saga continues.
- Attending AirVenture in Oshkosh in July

Donate Your Toys

Although the kids ages 8 to 17 have a great time at our Young Eagles Rallies, their younger siblings are usually less excited to be there. They're too young to fly and the rally can last for a few hours. So they can become bored, uncomfortable, and generally cantankerous, which is hard on the parents and can be an unwelcome distraction to other participants. Glenna has noticed that these kids like to hang out at the Merchandise Table and play with whatever toys they find there. This keeps them occupied while their older siblings fly. If you have any unwanted toys like trucks, cars, puzzles, fidget spinners, etc. please get them to Glenna or Martha so these youngsters can play with them during the rallies (please, no balls or frisbees or any throwing toys). The kids, parents, and your chapter will thank you!

Eagle Flights

Eagle Flight number one will happen very soon! We have several people interested and the planes/pilots will soon be ready to fly! Remember to tell your friends about this new program that your EAA chapter is doing!

Flying Start

Your Vice President, Hans, will be holding two Flying Start Events in the coming months; one just before the May Young Eagles Rally and one in the weeks following the rally. See the chapter calendar for the dates. Flying Start will answer the question "What can the EAA do for me?" If you want to inspire new pilots in the community, help us spread the word!

Watch This Space!

The chapter will be printing T-shirts to sell at our events and for the members as well. We'll look at several designs and then pick three or four that we like. We'll share the designs here for all to see and to get your comments. If you have any ideas for designs, please share! I can't wait to see one of our shirts walking through the grocery store!

Projects, projects, projects

Word is getting out! We've had some inquiries about working on aircraft and we're ready to help! If you or someone you know would like some hands-on experience in aircraft building, repair, and maintenance, Give Lee a call!

My 1942 Stearman

<continued>

By Ron Settje

GETTING TO ST. LOUIS

Since purchasing the Stearman I had done a lot of reading on this aircraft type, and I joined the SRA, the Stearman Restorers Association. I had decided to replace the original puck-type brakes on my Stearman with a Redline Disc Brake kit sold by Pete Jones. I had also decided to downsize the engine package from the 600 hp Pratt & Whitney to the 450 hp Pratt & Whitney. I also needed to install a radio and electrical system.

I had made arrangements with an aircraft restorer named Monty in Colville, Washington to exchange my 600 hp Pratt with a 450 hp Pratt he had in his possession. He wanted to hang the 1340 Pratt on a Harvard. All I had to do was transport the Stearman to Colville so Monty could pull the 1340 Pratt off and put the 985 Pratt on my Stearman.

In January 1995 the new Redline Disc Brake kit was installed. Freddie told me she was a different aircraft with the disc brake kit installed. She was much easier to control on landing and takeoff. This was a bit of good news.

In June 1995 I ordered a new King radio from an avionics shop in Seattle and asked that it be shipped to Freddie in Louisiana. Freddie would have

the radio installed. I also asked Freddie to make arrangements with his local mechanics to install an electrical system in the Stearman. This was all being done in preparation for me to come to Louisiana to fly the Stearman to Washington State.

All I had left to do was prepare myself. I asked Tom, a 30-year veteran ¹ airline pilot, to fly my C180 with me in the Ketchikan area to hone my takeoff and landing skills. I was also concerned about the fatigue factor of flying an open cockpit biplane the 2400 miles from Louisiana to Washington State without a backup pilot. I asked Tom to join me on the cross-country trip. Tom agreed. I was also concerned about the fact that I had no Stearman time and was planning to fly a 600 hp Stearman. Freddie had told me that flying my Stearman was like holding a lion by its tail. Other pilots, including Tom, told me that she would be very nose heavy and that I would have to fly the aircraft to the runway rather than cutting power before reaching the runway. I was told I would have no forward visibility in the takeoff roll or landing flare. In the critical phases of flight, the pilot of a Stearman is basically flying blind.

I consulted Trade-A-Plane and found a flight school in St. Louis, Missouri that provided dual instruction in 220 hp Stearmans. I made an appointment with Bob to receive two days of dual instruction beginning on August 12, 1995. The plan was to fly my C180 to Colville, Washington, drive to Spokane,

and then catch a flight to St. Louis. Return to Colville in the Stearman and then fly my C180 back to Ketchikan. Simple.

Two weeks prior to leaving for Colville I was flying my C180 when I experienced a major rpm drop. The rpm drop was momentary, lasting about two seconds. I was unable to diagnose the problem in the air and the phenomena occurred one more time within about three minutes of each other. I returned to the airport and had a mechanic look the engine over. He suspected that maybe the fuel primer was injecting fuel into the engine which caused the rpm drop. I ordered a new fuel primer and flew my C180 for an hour after its installation with no problems.

On August 9, 1995, I departed Ketchikan bound for Colville in order to assure myself enough time so that I would make my connecting flight on August 11, 1995, in Spokane for St. Louis. A few miles from the Ketchikan airport my C180 experienced the rpm drop once again. I returned to Ketchikan. An inspection yielded one spark plug in the forward left cylinder with a damaged electrode and insulator. We looked inside the cylinder with a scope light but could find nothing wrong. New spark plugs were purchased for that cylinder. All spark plugs were pulled, inspected, cleaned, and then replaced. Nothing could be found wrong with the engine.

The next morning Tom and I departed Ketchikan for Colville, Washington with an intermediate stop in Prince George, British

Columbia, Canada. It was a nice VFR day for southeast Alaska with low-level patchy fog and broken layers above with some blue sky. After crossing the coastal ranges that separate Alaska and British Columbia the weather went to clear with occasional thunderstorms that were easy to identify and avoid.

Two hours into the three-hour flight to Prince George we experienced the rpm drop again. Tom and I just looked at each other. We were 120 miles from the nearest airport. The terrain was covered by heavy forest with periodic roads and clear cuts where the Canadians had logged the timber. Finding a place to land, if it became necessary would not be a problem. We pressed on to Prince George. The rpm drops became more frequent. Still, we pressed on. We were over Prince George, and about 10 miles out from the airport when the C180 began to shake violently. I called the tower and asked for a straight in approach. I could still control the airplane and she continued to fly. I landed without incident and taxied to clear customs. A quick cylinder heat check by Tom indicated that the forward left cylinder was the problem. It was much cooler than the other cylinders, indicating that it had shut down.

We called a mechanic. While waiting we pulled the cowling and removed the upper and lower spark plugs from the forward left cylinder. The new spark plugs we had installed in Ketchikan were completely destroyed. The spark plugs had quit firing. When that happened the remaining five cylinders were dragging the dead

piston up and down the cylinder. This caused the violent shaking. A scope light showed the top of the piston to be severely gouged. It was now obvious that we were not going to make it to Colville in my C180. It was time to develop another plan. My connecting flight left the next day from Spokane at 1 pm local time.

By now the Prince George airport terminal building had shut down. All airline employees had gone home for the evening. Tom and I checked into a local hotel. Tom had business in Idaho. We agreed that I would call him on Monday or Tuesday of next week after I arrived in Louisiana and could assess the situation there.

I was back at the airport terminal building first thing in the morning. The Canadian Airlines ticket agent told me that he couldn't get me to Spokane from Prince George by 12 noon that day. My flight leaving Spokane, with a stop in Denver, for St. Louis would depart Spokane before I could arrive. I purchased a ticket that would take me from Prince George to Vancouver to Chicago to St. Louis. It took forever for the ticket agent to book the ticket. After almost finishing he announced that he had made a mistake and was going to send me to Salt Lake City. He started over. I was the last person to board the flight that morning to Vancouver, British Columbia.

I arrived in Vancouver mid-morning Pacific Time. It was a beautiful day with lots of sunshine. I was now confident that

I would make my 9 am appointment with Bob in St. Louis the next morning. The flight to Chicago was long and uneventful. I walked up the jet concourse in Chicago and changed my watch to local time. I then pulled out my ticket and realized that my connecting flight to St. Louis had left thirty minutes earlier. The Canadian Airline ticket agent in Prince George had made a mistake and had not accounted for the time zone changes. I approached a ticket agent at a podium. A quick computer check showed that Canadian Airlines had no more flights leaving for St. Louis that evening. Were there other carriers with flights to St. Louis this evening? Yes. American Airlines. But you will have to hurry because the last flight leaves in forty minutes.

I was off at a trot to the American Airlines ticket counter. There was a line. I eventually purchased a ticket. The flight left in fifteen minutes. Have you ever been to O'Hare? The departure gate was still within the terminal building but it was several miles away. I was now running. The flight to St. Louis was beautiful. I had a window seat on the starboard side of the aircraft. The weather was clear and I watched the sun set in the west as we approached St. Louis.

The jet landed in St. Louis between ten and eleven pm. I picked up my one bag and went to the car rental level. I now had to drive about seventy miles west of St. Louis to an airport called Washington Airport. The

Stearman I was going to fly was based there and I was going to fly out of there. Have you ever tried to rent a car in St. Louis during the summertime without a reservation? After talking to the fifth car rental agency I found one that had a couple of luxury cars available. I rented one.

I found the vehicle in the parking garage and the key fit. This vehicle had more gauges and instruments than my Cessna 180. My notes from a conversation with Bob were simple. Leave St. Louis on freeway 70 west bound. Then pick up Highway 270 heading south. Stay on 270 until I intersected Highway 44 headed southwest. Stay on Highway 44 until I come to Highway 100. Stay on Highway 100 until I reach Washington, Missouri. Simple.

The car was so complicated though that I couldn't figure out how to turn off the interior dome lights. Ever try to drive at night with your interior dome lights on? Your forward visibility is greatly reduced. I finally gave up and decided to relax by listening to the radio. I was now cruising southbound on 270 in the right-hand lane. Simple.

I glanced down at the radio and began to fiddle with it. I was trying to turn it on and adjust to a station whose music I could stand. I glanced back up at the road and found that I was no longer driving in the right lane but that I was now on the shoulder of the road. And the shoulder of the road was rapidly disappearing because of a merging concrete barrier. The lane I was in had become an off-ramp that I missed while glancing at the

radio. For a moment I thought my trip was going to be cut short until the vehicle next to me honked its horn and moved over one lane. I accidentally stumbled across the dome light switch and turned off the dome light. I made it to Washington without further adventures.

<to be continued.>

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

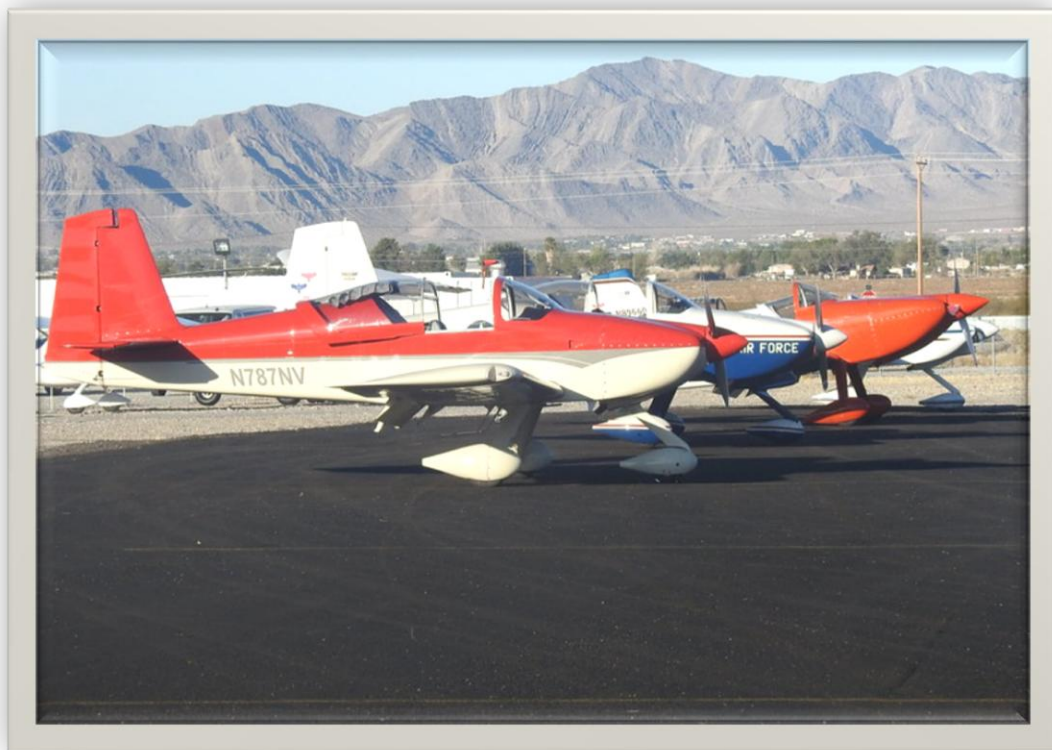


Have you ever been to Oshkosh? Several of us have not... BUT, we are planning to make the trek this year! We're planning to camp on the airport grounds for the full week of the show. We have seven or eight people so far in four vehicles going. If you have a way to camp and you'd like to caravan with us, please call Lori Davis at 775-764-7557. This will be the first time at the show for most of us! We'd love to have you along!

Hangar HaHa

What do you get when you cross a pilot with a magician?
A flying sorcerer!

And here are a couple more airplane pictures for ya, just because!



Remember, your officers are here to help if you have any questions or suggestions about getting our community flying! Call 'em, email 'em, or come have coffee with 'em!

- 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

Let your committee leaders know how they're doing and share your ideas! With our new projects, programs, and people, we can get more kids (and adults) off the ground!

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
Building/hangar	Lee, Charles	775-537-1097
Food	Glenna, Libbie, Martha	775-537-1097
Merchandise table	Glenna, Martha	775-537-1097

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

Join us at the next meeting and Pancake Breakfast on March 2, 2024!

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

Meetings and events are listed [here](#)

Learn about Young Eagles [here](#)

Learn about Eagle Flights [here](#)

Learn about Flying Start [here](#)

Learn about AirVenture [here](#)

See all your newsletters [here](#)

That's all for now!

See you at the Meeting/Pancake Breakfast on March 2nd!



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