



EAA Chapter 1160 • Pahrump NV

April 2024 Newsletter

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Hello Member,

It's been a busy month! Check the calendar and/or come to coffee every Saturday for all the upcoming events!

We started the month with a Bake Sale, followed by the Pancake Breakfast combined with a great Flying Start presentation. The Wagner's garage was filled to capacity and everyone enjoyed the food and the camaraderie. So much so that some joined the chapter then and there! Many questions were answered and the interest level was palpable. Our community will be there for as many events as we can put together!

On the 16th, we welcomed the 3rd grade class from Community Christian Academy for a Show 'n' Tell. The kids (and a few parents) learned about an S-LSA aircraft, an Avid MkIV project in progress, and a Part 103 Ultralight aircraft. They listened closely, looked and sat in the planes, asked questions, and learned much in a casual, walk-around tour. We want to thank Lee, Randy, John, and Larry for sharing their homes, planes, and knowledge with these future pilots! Let's do it again soon!

You can check out the pictures here: <https://chapters.eaa.org/ea1160/flickr-photos>

Both of these events were big hits! Many new faces showed up to see what we're up to and I'm sure we'll see them again at the Young Eagles Rally in May. Speaking of the YE Rally, there is a flyer for that event at the end of this newsletter. Please send it to all your friends, relatives, co-workers, casual acquaintances, and total strangers!

Help us get the word out! The community is hungry for aviation-related activities and information. Help us satisfy that hunger!

Our ongoing community outreach programs are a ton of fun, but of course, they take money for materials, fuel, advertising, food, and more. Our latest fundraising effort is a lottery/raffle to win an RV trailer and/or \$100,000 if you match all six lottery numbers. Please grab 5 or more tickets from Glenna, Hans, or Gladys and help us get them all sold! The drawing is on July 4th, 2024. Anyone can play and win!

Don't Forget! We (always) Need Your Old 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!

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!

Slight change to the t-shirt design

The chapter patch on the front of the T-shirt was somewhat difficult to read so it will be replaced with the official EAA logo as shown here.

Order yours now!



My 1942 Stearman

<continued>

By Ron Settje

SEEING MY STEARMAN SECOND VISIT

The next morning I called Freddie while at the St. Louis airport. He told me that the radio had just arrived from Seattle and that he had been unable to get one of his mechanics to install the electrical system. I knew this would delay my departure for Washington State if this equipment had not yet been installed.

I arrived in Lafayette about 6 pm Monday, August 14, 1995. I contacted the mechanics that Freddie knew and made arrangements for them to install the electrical system and radio. It would be a couple of days before the mechanics could schedule the work on their calendars. Meanwhile, I located a couple of pilots who could fly front seat while I made some practice flights in my Stearman.

By Saturday, August 19, 1995 the mechanics still had not shown up to work on my Stearman. One of the two pilots I had hoped would fly with me had sold his Stearman and had left to fly his 450 hp Stearman to New England. The other pilot failed to show up at the agreed upon place and time the prior Thursday. Freddie would have flown with me but he had an aircraft accident in May 1995 while crop dusting and was just getting off crutches. I was beginning my fifth day in Louisiana and I had not installed the necessary equipment on my Stearman that would allow me to leave and I had not flown my Stearman. I was getting concerned because I had to be in Portland, Oregon on August 26, 1996.

Out of frustration and because I was running out of time, I decided I would fly my 600 hp Stearman solo. Freddie had moved the Stearman to another

crop dusting field. The runway consisted of a narrow dirt road with a north/south orientation. On the west side of the road was a farmer's field. Immediately adjacent to the road on the east side was a ditch about six feet across and three feet deep. The slopes of this ditch were very steep. If I were unable to control the Stearman on takeoff and went into this ditch I would cause substantial damage to the Stearman. At the far southern end of the runway sat a farmers' house surrounded by sixty-foot trees. The north end of the runway terminated next to a two-lane asphalt state highway. On the other side of this road were electric distribution lines about twenty-five feet off the ground.

I pushed my Stearman out of the hangar and fueled her up. I performed a preflight and then started the engine using the start procedures Bob showed me while I was in St. Louis. The 600 hp Pratt started with no problems. After an engine run up I taxied over to the runway. I sat at the threshold to the runway for a while watching the oil temperature come up, looking at the dirt road that was my runway, and wondered if I could get her off the ground without damage. I decided that most likely I wasn't going to find a pilot to fly with me and that it was now or never.

Fuel mixture is full rich. Prop pitch is full forward. I advance the throttle steadily but gently. The Stearman began to pick up speed and I am applying right rudder. She tracks straight down the runway and I apply the appropriate rudder to keep it that way. Shortly I lift the tail off the ground. I can now see down the runway (road). I am taking off south bound toward the farmers' house and trees. I decide that I am getting close enough to the farmer's house and that I need to leave the runway. I advance the throttle further at a brisk rate while at the same time pulling aft on the stick. The Stearman comes off the ground very quickly and surges forward. I am beginning to climb sharply and bank hard right to fly around the house and trees. I'm flying! I successfully got my Stearman in the air without damaging her!

Now I had to worry how to get her back onto the ground without damaging her. I flew around the hanger and dirt strip and then decided I could never successfully land on that narrow dirt strip. I had discussed this possibility with Freddie and he had given me directions to an asphalt paved airstrip that was about ten miles north of my current position. This airport is called LeGros and is just seven miles southwest of Crowley, Louisiana. This facility was an old WWII training facility that had been abandoned. The airport consists of two asphalt runways (13-31 and 4-22) that are one hundred fifty feet wide. The only structures remaining at the airport were two small hangers and a trailer that represented the terminal building.

Two days earlier, I had an appointment to meet a local Stearman pilot at this field. We were to meet here and I was planning to drive him to my Stearman so that I could get some dual time in my Stearman. He was planning on arriving between five and six pm flying his 220 hp Stearman. This pilot never showed. However, while poking around the hangers I talked to Lloyd. Lloyd had a small aviation repair shop in one of the hangers on the field. He also had a couple of days beginning next week to install the electrical system and radio in my Stearman. I had told Lloyd that I would have my Stearman sitting on the ramp first thing Monday morning. I explained that I was planning to fly this machine cross country and that I was running out of time.

An accident with my C180 in June 1994 had taught me to always check the wind sock before landing at any airport. Especially one you were not familiar with. Remember I have no radios. I scan the skies for traffic. I made a couple of low passes looking for the windsock. The wind is from the north. I select runway 4. I'm on downwind for runway 4 and the adrenaline is flowing. My first landing in a 600 hp Stearman.

Remember to fly the aircraft to the runway. Be ready on the rudder pedals and then brakes if necessary. Remember you are on asphalt not grass. I began to perspire. I'm not sure if it's from the ninety degree temperature or from my nervousness.

I come in low over the runway threshold in a slip. I reversed the slip and brought the nose up by pulling the stick slightly aft. I am now blind. I can't see the runway ahead of me. The 600 hp Pratt reduces forward visibility quite a bit more than the 220 hp Continental. I have fuel mixture and prop pitch full forward and I slowly ease off the throttle. I allow the Stearman to sink toward the runway. By looking forward and using my peripheral vision to see on each side of the ship I can see that I am drifting to the right. The wind has caught the aircraft and I am drifting right! The tires hit the runway accompanied by a screeching noise. I recall one of my instructors telling me this is caused by side loads on the tires and means the aircraft is drifting sideways while on the ground. I apply throttle and the Stearman is off the ground again. I execute a go around.

I look down at the manifold pressure gauge and it was reading about 36 inches. The Stearman was climbing like a rocket. I pull the throttle back to 30 inches because I didn't want to go much above 1,000 feet. The airspeed indicator was reading 80 mph. I knew this was wrong because it always read 80 mph. There was no turn and bank indicated in the cockpit. I had a magnetic compass, oil pressure, manifold pressure, and functioning altimeter. I really was flying this machine with very basic instruments and by the seat of my pants. I really could "feel" the aircraft, just like Freddie said he could. There was the sound of the engine, the sound of the slipstream passing through the wires. It was very very exciting and I was scared to death. Could I safely land before running out of gas? I had a 57 gallon fuel supply. I figured that gave me about two hours to learn to land this machine.

I entered the downwind leg for runway 4. Look for traffic. Pull the fuel mixture back. Reduce the throttle to 28 inches of manifold pressure. Turn from downwind to base. Look for traffic again. Anyone on long final for runway 4? Turn left base to final. Reduce the throttle to 14 inches of manifold pressure. Remember you need power all the way to the runway. Maintain the slip longer in order to eliminate drift. It's going to be a three point landing. Prop pitch and fuel mixture full forward. Reduce throttle as needed on approach. I come in slightly high and fast. The Stearman drifts down the runway and begins to drift right again. I don't like the feel of it or what I am seeing. I advance the throttle. Another go around. It's ok. I'm not trying to impress anyone. I simply have my hands full. Freddie and a friend have driven over from the crop dusting field. I can see them standing in the tie down area as I scream down the runway climbing for altitude. I had made two unsuccessful attempts to land on runway 4. I changed my approach to land on runway 31. It feels better. Just a little slip to move the nose of the ship out of the way. The runway is 4,000 feet long. I wanted to use it all so I came in low and slow. The main wheels touched down and I applied neutral forward stick. At the last minute I decided on a wheel landing. More forward stick. I could now see the runway over the nose. She began to drift right of center line, toward the wind. I applied left rudder, then more rudder until I hit the rudder stop. Then brake, just a little brake. She was slowing down. The tail was about to fall so I applied neutral aft stick. With the tail wheel on the runway I had more directional control with the rudders. I applied gentle but increasing brake pressure. The Stearman came to a stop.

I had used about 2,500 feet of the runway. My Stearman was on the ground! I had a big grin on my face.

I back taxied and took off again. I made a couple of three point landings and numerous wheel landings on runway 31. It was incredible to feel the acceleration on takeoff after advancing the throttle to 36 or 37 inches of manifold pressure. At that power setting, in a very short time, the

Stearman wanted to fly. In a short while I would only pull 30 or 31 inches during takeoff to prolong the takeoff roll down the runway. I would lift the tail almost immediately after advancing the throttle in order to maintain forward visibility. Takeoffs were fun. Landing was scary. I flew for an hour and a half and was getting tired and hungry. I parked the Stearman and Freddie took me to a sandwich shop for a bite to eat.

After eating Freddie took me back to LeGros and I flew the Stearman for another hour. More landings and takeoffs. All on runway 31. The winds didn't change that afternoon. At the end of that time I was out of fuel. The airport fuel station was closed. But after chatting with a couple from Texas in the tie down area I discovered they had made arrangements to have their C172 refueled Sunday morning. They invited me to refuel after them the next morning. On the drive back to Freddie's home that evening Freddie commented that I had done something that day that most pilots around there would not have attempted. Oh, what was that? You came from a 220 Stearman and flew a 600 Stearman without any dual time in the 600 hp Stearman, and you did it without wrecking the aircraft. I muttered that it was probably a very stupid thing to have done. Freddie said that I did just fine.

I arrived bright and early Sunday morning, August 20, 1995. The folks in the C172 from Texas were refueling. I asked the fuel attendant if I could also refuel. He had no objection. I topped my Stearman off. The folks in the C172 departed for Texas. The winds were still blowing from the northwest so I continued to use runway 31. I had made three or four trips around the pattern executing wheel landings. I liked wheel landings better because I had good forward visibility until the tail wheel dropped on the runway. I was at the very end of runway 31 and I had begun my takeoff roll. I had lifted the tail and was accelerating for the intersection of runways 31 and 4. As I was traveling down the runway I caught a motion from the peripheral vision in my left eye. I glanced over at runway 4 and there was the C172 who had departed for Texas a little while ago decelerating

on the landing roll. I quickly determined that the relative bearings of our aircraft were not changing. We were going to collide at the runway intersection! I immediately chopped the power and started to apply vigorous braking. I knew if I braked too hard I could flip the Stearman on her back. I also applied full aft stick in order to plant the tail wheel back on the runway. I hoped I didn't have enough speed to lift off because I would not have been able to clear the Cessna in time. I must not have applied uniform pressure to the brakes because the Stearman was fish tailing down the runway. I brought the Stearman to a full stop about twenty five feet short of the runway intersection. The C172 rolled past me doing about thirty mph. The pilot did not change his speed, alter his direction of travel, or do anything to indicate he was aware of my presence. I was amazed that I could decelerate from the speed I was traveling in the short distance before the runway intersection. I was thankful that I had installed the disc brake kit. Otherwise this morning would have ended with disaster. I back taxied down runway 31 and turned around to make a takeoff. I scanned the area very thoroughly for traffic. I made one flight around the patch, landed, and taxied to the tie down area. I was still shaken from my close encounter with the C172.

The folks from the C172 were standing on the ramp when I pulled up. After shutting down I hopped out of the Stearman and went over to apologize for the close encounter. They had found IFR weather on their route and decided to return to LeGros. They had called a friend and were waiting for a ride. The pilot of the C172 agreed that it had been a close call but he seemed unconcerned and a bit cavalier about the incident. The pilot's wife, who was sitting right seat, said that they had seen the Stearman sitting at the threshold to runway 31 when they were landing on runway 4. She said that after they had landed she told her husband that I had begun my take off roll. She indicated that he responded by saying that there was nothing he could do about it now, they were committed.

By this time I had flown my Stearman for an hour and a half. The incident with the C172 had shaken me so I decided to tie the Stearman down for the day. I had flown the machine for a total of four hours to date. The next day Monday, August 21, 1995, Lloyd was going to install the electrical system and radio.

It was now Tuesday evening, August 22, 1995. It had taken two men two full days to install the electrical system and put on two new tires. The radio had not been installed. And I had to be in Portland, Oregon in four days. I decided to purchase a hand held King radio with a head set adapter rather than take the time to install the King radio I had purchased in Seattle and had shipped to Freddie. I had run out of time. I had to depart for the west coast.

<to be continued.>

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

AirVenture 2024



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

When Chuck Norris walks through airport security, he makes them take off their shoes.

And here are a couple more pictures from your chapter, just because!



Pancake Breakfast



3rd Grade Field Trip

EAA 1160 Young Eagles Rally

FREE Airplane Rides For Children 8 To 17!



To pre-register your child(ren), visit YoungEaglesDay.org

Play to win! \$100,000 lottery and \$10,000 RV raffle!

Also accepting donations to help with fuel costs and other events

Saturday, May 11, 2024

8am to Noon

Calvada Meadows Airpark

900 E Jenny Circle

(off Hwy 160, between Bell Vista and Simkins)



Flights may be affected by inclement weather - Register online or walk in - Walk-in registrations must be accompanied by a parent, and may be limited - No registrations after noon on event day - A responsible adult must remain with children at all times - Donations are tax deductible. EAA 1160 is a non-profit 501C3 corporation - For more info, visit chapters.eaa.org/EAA1160 or call Glenna @775-537-1097

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!

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 Monthly Meeting on May 4th!



EAA Chapter 1160

Pahrump NV

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