



## **EAA Chapter 1160 • Pahrump NV**

### **March 2024 Newsletter**

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Hello Member,

Things are looking up! Check the calendar and/or come to coffee every Saturday for all the details!

This month we're working on:

- We need your old toys!
- The inaugural Eagle Flights Event.
- The inaugural Flying Start Event.
- Educating pilots and future pilots with hands-on aircraft building, maintenance, and repair projects
- Expanding our reach in the community with newspapers, magazines, school flyers, and T-shirts
- Follow Ron as the 1942 Stearman saga continues.
- Attending AirVenture in Oshkosh in July

### **We 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!

## T-Shirts Coming Soon!

The chapter will be printing these T-shirts to sell at our events and for the members as well. Other designs may follow based on customer response.

Order yours now!



# My 1942 Stearman

## <continued>

By Ron Settje

### FLIGHT TRAINING

The next morning dawned another bright clear day in Missouri. And it was hot and humid, about 75 degrees first thing in the morning. Ketchikan's year around average temperature is about 48 degrees. I was going to get uncomfortable later in the day as it became warmer. The horizon was also obscured by a haze at five to six miles. I presumed this was caused by automobile exhaust and industrial emissions.

I drove over the hill into Washington and then crossed a bridge over the Missouri river to reach the airport on the north side of the river. The airport was three miles north of the City. The airport had one asphalt runway 3300 feet long, numbered 16-34, with a grass strip about seventy five feet wide cut out of a farmer's field on the north side of the runway that was about 2800 feet long.

I was there about 8:45 am. My appointment was at 9 am. Bob, my instructor had not arrived yet. The terminal building was a two story wood framed structure with a common area that served as a lobby. There were two offices on the southeast side of the building. A second door in one of the offices lead to a hanger in the back of the terminal building. Southeast of the terminal building

were two rows of open but covered aircraft storage buildings. There were two 220 hp Stearmans stored here.

Bob arrived on time. He was an ex-military pilot with 600 hours of time in Stearmans. He was slight of build, about 5 feet 8 inches tall, with brown hair. He spoke with a southern accent.

We went upstairs to a class room area with a black board. He outlined the airport vicinity, the danger and caution areas. He gave me a manual of the PT-17 Stearman. We discussed engine starting procedures and the flight envelop of the Stearman. We talked about my experience. I discovered that they have soloed hundreds of pilots in the Stearman and will even rent the aircraft after solo. However, all but one of these previous customers were already pilots prior to beginning their Stearman training. Bob relaxed a little bit when he learned that I had 164 hours of taildragger time flying a C180. The briefing ended with the comment that we will begin with an orientation flight that would include stalls, turns, and straight and level flight.

We left the terminal building and went to the storage buildings. There were two Stearmans here. The one I was going to fly had white wings and tail feathers, the fuselage was red. She was a pretty bird. The registration number was N53478. She had an electrical system and could be started without hand propping. She also had a radio and intercom system. I was excited.

Bob and I went thorough the pre flight together. He gave me tips that only a 600 hour pilot could give. I knew then that this flight training was a good idea. We added engine oil, donned leather helmets and goggles. We strapped in and went thorough engine start up procedures.

This was my first time in the aft cockpit of a Stearman and the first time I was going to fly an aircraft with a stick rather than a yoke. I didn't want to break anything.

The old Continental engine started with no problems. I taxied out to runway 16, looked for traffic, and taxied across the asphalt runway to the grass runway. After checking the mags and carb heat I made a radio call to advise traffic of our intentions to depart. We checked for any traffic on down wind, base and final for runway 16.

The Continental engine had a fixed pitch prop, so there were only throttle and mixture controls. I pushed the fuel mixture forward. I then slowly but steadily advanced the throttle. The Stearman began to bounce down the grass runway. I could sense by just feeling the airplane that she was getting ready to fly. Keeping the stick centered, I moved the stick slightly forward and then slightly aft., She came off the ground and accelerated forward to 80 mph, climbing speed. The aircraft was extremely responsive. The concerns I had about flying an aircraft with a stick evaporated.

I flew the Stearman west along the Missouri river until we came to the practice area. Bob took the controls and went thorough

turning, coordinated and uncoordinated stall routines. The break at the stall was abrupt but recovery was straight forward. Uncoordinated stalls were very interesting. Entering the stall with the ball in the turn and slip coordinator at the far left produced a sharp snap to the left with the left wing dropping. The aircraft had rotated 90 degrees to the left and was now pointed straight at the ground. From here the pilot used standard dive recovery techniques. Sitting in the aft cockpit of the Stearman with all of the heavens open above you and those big wings immediately in front of you dropping away to the ground was exhilarating. It was like riding a roller coaster with no tracks. I caught myself wanting to yell "Ya-hoo" but I caught myself because I thought Bob would think that I was crazy.

We returned to the airport and Bob demonstrated three point and wheel landings. I was very familiar with the theory and mechanics of these techniques; I just had never done them in a Stearman. Each approach to the runway, no matter the touchdown technique required a slip in order to maintain forward visibility. Because of the wind direction right rudder and left aileron worked well. Bob first made a couple of landings on grass and then on asphalt. After that I made a couple of grass runway landings with Bob helping out. It was time to break for lunch.

Stearmans were originally built to land and take off on grass and/or dirt strips. With this landing surface some of the side loads are

removed because, up to a certain limit, aircraft tires would slide on these surfaces, preventing or reducing the possibility of a ground loop. In addition, the 1940's landing fields were open areas without hard surfaced runways so pilots did not have to deal with cross wind landings and take offs as much as they do today. In many cases they simply determined the wind direction and then landed and took off into the wind.

Asphalt and/or concrete surfaces are much more difficult to land on because the slipping and sliding action on these surfaces is very much reduced from grass or dirt surfaces. Accordingly, the possibility of ground looping on these harder surfaces is much greater. It is for this reason today that instructors teaching student pilots in tail draggers will often begin instruction on grass and dirt strips and later move to asphalt or concrete surface strips.

By now I had learned that the performance envelop was a little better than the "take off at 80 mph, cruise at 80 mph, and park the Stearman at 80 mph" that I had been told. At least in the 220 hp Stearman you could cruise at 95 mph. This was really fun. I was finally meeting the objective I set for myself in 1991, to fly a Stearman.

Returning from lunch, a light breeze of five knots was still blowing out of 180 degrees magnetic. We continued to use runway 16. This afternoon I started taking off on the asphalt runway and landing on the grass runway. My first asphalt runway

take off was a little on the ragged side. As I traveled further down the runway, and the terminal buildings no longer shielded the runway from the wind, the Stearman wanted to weather vane into the wind, about 20 degrees right of runway center line. I responded by trying to use the stick (ailerons) rather than the foot pedals (rudder) to keep the Stearman tracking straight down the runway. By now the Stearman had gained enough speed that I had the tail off the ground and soon I was flying.

As the afternoon progressed I made numerous grass landings and asphalt take offs. By 5:30 or 6 pm I was very sun burned and tired. But I had flown Stearman 478 for four and a half hours without a ground loop or accident. This was something of an accomplishment, but I was not ready to solo the Stearman. Bob and I agreed to meet the next day, Sunday, for some more flying. Sundays' weather was the same a Saturday. Very warm, humid, and clear with a visibility of ten miles. The winds were strong and variable with as much as a 20 to 30 degree cross wind component. We used runway 16 and 34 for wheel and three point landings. The three point landing is executed by flying to within a foot above the runway and stalling the aircraft in the same attitude that the aircraft sits on the ground. After the aircraft is on 'the ground rolling down the runway the pilot uses rudder and brakes to maintain directional control until all forward speed bleeds off. In a wheel landing the aircraft approaches the runway at a higher

speed and touches down on the back side of the main wheels with the tail wheel off the ground. This allows for greater directional control in higher cross winds with the use of rudder, neutral ailerons, and brakes. As the aircraft loses forward momentum the pilot applies forward stick to keep the tail in the air as long as possible. Eventually the tail wheel contacts the ground no matter how much forward stick is applied. At this point the pilot applies immediate full aft stick. The ailerons should be neutral throughout this entire procedure.

I flew 4.7 hours on Sunday, August 13, 1995. I became proficient at taking off on either grass or asphalt, and landing on grass. I was not comfortable landing on asphalt. The day was over and I was tired. I made one solo landing on grass and Bob endorsed my log book. He had to return to work the next day. I planned to leave the next day for Louisiana.

<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

A man telephoned an airline office in New York and asked, "How long does it take to fly to Boston?"

The clerk said, "Just a minute..." "Thank you," the man said and hung up.

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



Warner's J-3 Kitten (Hipps)



Larry's Fisher 303

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 Pancake Breakfast and Flying Start Presentation on April 6, 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 Pancake Breakfast on April 6th!**



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