

High Sierra Flyer

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AT-6 owned by Norm Hibbard in 1994

EAA Sierra Chapter 403
2500 E College Parkway
Carson City, NV 89706

Address Correction Requested



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EAA SIERRA CHAPTER 403 OFFICERS FOR 2006

		(775) <u>Area Code</u>
President	Chris Romine	783-9506
Vice President	John Grub	885-1945
Secretary	Merry Romine	783-9506
Treasurer	Steve Silva	887-0532
Directors:	Warren Fields	358-6904
	Bruce Gray	246-2401
	Edie Grub	885-1945
	Mike Reynolds	885-0434
	Barry Sklar	450-4995
<u>Committees:</u>		
Reno Air Races	Steve & Donna Silva	887-0532
Breakfast Coordinator	Tommie Dee Lindsey	887-1216
Flight Advisor	Warren Fields	358-6904
Flight Advisor	Ron Sutton	882-1662
Technical Counselor	Mack Murphree	246-9364
Technical Counselor	Ron Sutton	882-1662
Raffle		
Website Administrator	Jacki Montgomery	230-2204
Young Eagles Coordinators	Merry Romine	783-9506
	Mike Reynolds	885-0434
Newsletter Editors	Judy Berg	267-5431
	Sandra Erb	883-6494

Chapter 403 Schedule

Chapter Meeting	First Wednesday	Potluck 6:00 p.m.	Meeting 7:00 p.m.
Executive Committee	Third Thursday	6:00 p.m.	
Builders Meeting	Thursday, April 13	6:30 p.m.	
Pancake Breakfast	Third Saturday	9:00 to 11:00 a.m.	
Coffee & Donuts	Saturday	9:00 to 11:00 a.m.	
	(When we don't have pancakes)		

*Unless noted, all meetings are at the chapter building, 2500 E. College Parkway, Carson City, Nevada 89706

Website: <http://eaa403.org>

MEMBER SPOTLIGHT

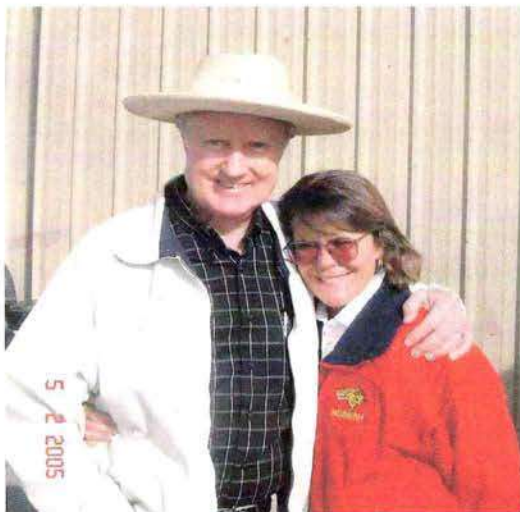


BY JB

Norm and Brenda Hibbard have been members of Chapter 403 for 10 years. Norm was born in Lodi, California. His mom and dad were barnstormers and they took Norm on his first airplane ride when he was two weeks old in a Velie Monocoupe from Lodi to Phoenix. They moved around a lot, and when he was eight they ended up in Auburn, California where he lived for 14 years. He went to San Jose State University but quit school to go back to Auburn to start a flying club. His dad was airport manager from 1946 to 1959 and then Norm took over as the airport manager and ran a flight school and maintenance shop for several years. In 1961 he moved to Oakland and spent two years flying a DC-3 then started working for a Piper dealership as a flight instructor and salesman. From 1963 to 1966 he was the sales manager for a Cessna dealership and then in 1966 he started his own business consulting, airplane brokerage, and managing the flight departments for corporations. Also during this time he was a dealer for Helio Couriers and had a charter company with them flying skiers from SFO/OAK to Bear Valley. Norm developed the Stolport at Bear Valley, and in the winter they used wheel skis so they could land in snow. He was a distributor for the Paris Jet, a four place twinjet built in France, which he took to air shows for three years. He also owned a Varga dealership, and designed and developed a tail wheel version of the airplane and sold it to the Varga factory.

Brenda was born in Hanford, California and moved around a lot. She lived in Livermore and owned a pilot supply store in Oakland in the same building as Norm where they met. They lived on a boat for three years in Oakland and would go camping on weekends in the Lake Tahoe area. They liked Carson City so Brenda found their house and they moved here in 1995.

Norm learned to fly in an Aeronca Chief at 16 and got his pilots certificate at 17 from his dad who was a CAA examiner. He got his instructor and commercial license when he was 18. In high school he and some friends bought a 1927 Fleet which they rebuilt and covered and flew for quite a few years. At age 20 he got checked out in a Howard that his dad used for cloud seeding and forest service patrol. While in Oakland he built a Starduster Too which he sold. His dad was close friends with John Thorp and had started building a T-18 when he died. Norm finished the airplane and has it in his hangar in Carson City (picture below). He is now building a Super Cub which he hopes to fly this summer and his next project is a Cessna 195 which he acquired in pieces 10 years ago. Norm says he is semi-retired but still runs Hibbard Aviation out of his home office. He still does consulting, corporate and general aircraft sales and flight instruction. Check out his website at: www.hibbardaviation.com.



FLYING THE PLAN

Our recent Builder's Meeting featured a superb presentation by Warren Fields and Ron Sutton on the EAA Flight Advisor program. A well-made flight test video accompanied the presentation, and a few excellent testimonials from chapter members with "first flight" experience all highlighted the importance of having a flight test plan and then carefully and safely proceeding by flying that plan. Safe pilots don't take off for any flight without a Plan. Even more important, however, is the commitment to fly the Plan. For the test flights of a new or restored aircraft this seems obvious, even though statistics tell us that the first flight continues to be the most dangerous by a wide margin. Even for everyday flights, or any important activity in our lives, having a Plan, and "flying" the Plan, can mean the difference between success and failure. Most of us have left home at one time or another without a Plan, only to experience an anxious moment when we get lost, run low on gas, make a wrong turn, or forget something. Add an unexpected equipment failure or weather problem and we can suddenly be in real trouble. The Plan gives us a reliable reference point that was conceived in a quiet, thoughtful moment. It becomes that "stake in the ground" from which new decisions can be based when conditions become more challenging and the recollection of "what was I thinking?" becomes more difficult.

Chapter 403 has an exciting and challenging year in front of us. Having a Plan, and flying the Plan will be important to our success. We have a great start to our new Chapter Building Project. Close to signing a lease on the airport property we have been seeking, and off to a good fund-raising start through the generosity of members and member's families, we must now develop a plan that meets our objectives and is achievable. We have successfully lobbied the airport to move its Open House to a weekend more appropriate for our annual Fly-In (June 17). Now we have to plan a good event and execute the Plan to convince the airport that they made a good decision. If we start running out of gas, encounter more difficult conditions, or make a wrong turn, the Plan will help get us back on track. One more thing: it is YOUR Plan, and, no matter how well conceived, it must still be flown by all of us if we are to reach our destination with smiles on our faces.

Chris

COMING UP IN APRIL...

Our next general meeting on **Wednesday, April 5** will feature a presentation by FAA Inspector Adrian Grieve. He will speak on varied topics: Corrosion - what to look for, safety concerns, final inspections, and documentation required for airworthiness certificate. If you have a specific subject relating to aviation, be ready to present your questions and concerns. Potluck at 6:00 p.m., meeting and presentation at 7:00 p.m.

Our next builders meeting will be **Thursday, April 13 at 6:30 p.m.** Jim Nunnelee will conduct a program on "Fuel Systems".

The kickoff planning meeting for our new chapter clubhouse is scheduled for **Saturday, April 15 at 11:00 a.m.** after the pancake breakfast. Mark your calendar and plan to attend this important meeting, we need your input and support.

PRACTICE AS A STUDENT PILOT

All student pilots are for the most part extremely conscious, focused and hanging on to their learning curve for dear life. It seems everything a student pilot comes in contact with in flying, is for the first time and they do not have any prior experience to relate to. This also relates to flying an experimental for the first time. Much of what we have been taught has been in store bought aircraft and the transition to a homebuilt is quite a bit different; but we have some prior flying skills to relate to. What is needed to cross over to a competent experimental pilot is to know everything about the aircraft you are building; and I mean everything! Know all the flying characteristics, not only from written data but most of all from builder pilots that have a good deal of flying time in the same type and model you are building.

Just for grins lets say you are building a Belch Fire 2 and you are about a year away from first flight. You have found an owner builder of a Belch Fire 2, sit down with that person and talk over how the aircraft flies and get to understand all the good points and also the bad and not so good flying aspects of the aircraft. Also just on your own; make an evaluation of this pilot's skills and attitude towards flying in general. Sometimes the pilot you are talking with is a loose cannon and may not be the right person to take a test hop with.

Once you have found the right person to pick their brain, take a flight with them and have them show you exactly how that aircraft performs under different airspeeds and flight maneuvers. After the flight find out what you need to do to brush up on your own flying skills to match the homebuilt you just flew in. Lets say your homebuilt has a landing speed of 90 mph and all you have to train with is a 172 Cessna or a Citabria, one good way to practice high speed landings is to take the practice aircraft up to altitude 3500 AGL. From cruise power and air speed and level flight simulate a 90 IAS landing.

Enter the simulated landing at your cruise airspeed and slowly pull power back and raise the nose just enough to maintain your altitude, watch your air speed drop to 90 IAS, keep pulling the nose up bleeding off airspeed and maintaining your set altitude as you get closer to the stall speed of the aircraft and make a simulated landing at that altitude. After doing this exercise a few times, fly back to the airport and make the same simulated landing just above the runway, start out about 50 feet or so. Technically what you are doing is making a low pass at 90 IAS with a go around. This exercise will give you a sense of speed near the ground at 90 IAS. On your last three simulated landings hold your 90 IAS as close to the runway as possible and bleed off all your remaining airspeed to a nice three point landing or a soft field landing. This will give you a tremendous feel for altitude control, airspeed management and control in and out of ground effect.

On all the first flights of experimental aircraft I have flown, this is how I practiced just prior to the first take off. The landings were very predictable and no surprises.

Ron Sutton Tech Counselor & Flight Advisor.

BUILDER HELP LIST

Following is a list of members who are willing to help other members/builders with their questions.

<u>Experienced With</u>	<u>Name</u>	<u>Telephone</u>
Sheet metal, electrical, fuel systems, instruments, painting. Has built a Titan Tornado and is finishing his RV-8A.	Skip Pardee	782-7447
Airframes, power plants, propellers and engine accessories, Murphy Rebel.	Jim Nunnelee	265-6837
Weight and balance, fatherly advice.	John Grub	885-1945
Electrical, avionics, RV-8.	Wayne Berg	267-5431

Please e-mail Judy Berg to add your name to the list. Members helping other members is what EAA is all about. Thanks. jfberg@msn.com.

LEON "GABY" ROBERTSON RECEIVES AWARD

Congratulations to Gaby for being the first recipient of Chapter 403's Certificate of Appreciation. At the March 1 meeting, Gaby was presented this honor for giving exceptional service to our chapter by volunteering his time, enthusiasm and knowledge. He also pops a great batch of popcorn!

Bruce Bohannon, the world record holder in the Exxon Tiger, sent Gaby a congratulatory message which speaks for all of us when he says "I have never met anyone who gives so much of himself and asks nothing (of anyone) in return. Gaby is a man of unshakable faith, charity and kindness and I am fortunate to be counted as one of his friends. Gaby, this is your life and you've done it right!"

If you want to submit a nominee for the next Appreciation award, send his or her name to any officer or board member for consideration.

WIN A B-17 RIDE

The EAA's B-17G, "Aluminum Overcast", will be at Truckee Tahoe Airport May 9-10. Truckee Chapter 1073 will be hosting the two day event which includes public flights and ground tours.

EAA Chapter 403 is raffling off a chance to take a flight in this historic aircraft. Raffle tickets are \$10 and only 50 tickets will be sold. Proceeds will go to the new chapter house building fund. Please contact an officer or board member to purchase your raffle tickets.