

High Sierra Flyer

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Bill Williamson's Piper Tri Pacer in 1968

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

Address Correction Requested

EAA SIERRA CHAPTER 403 OFFICERS FOR 2006

		(775) Area Code
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
	Barry Sklar	450-4995
	Bruce Gray	246-2401
	Edie Grub	885-1945
	Mike Reynolds	885-0434
<u>Committees:</u>		
Reno Air Races	Steve & Donna Silva	887-0532
Breakfast Coordinator	Tommie Dee Lindsey	887-1216
Flight Advisor	Warren Fields	358-6904
Technical Counselor	Ron Sutton	882-1662
Technical Counselor	Mack Murphree	246-9364
Raffle		
Website Administrator	Jacki Montgomery	230-2294
Young Eagles Coordinator	Merry Romine	783-9506
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.
Business Meeting	Last Saturday	9:30 a.m.	
Builders Meeting	Third Wednesday	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

Bill and Maxine Williamson have been members of Chapter 403 since 1991. Bill was born in Lubbock, Texas where he grew up and went to school. He moved to California when he was 20 and went to work as a cook in San Diego for a short time and then joined the Merchant Marines for four years. He made five trips across the Pacific on freighters and the last two he was the chief cook. He started a restaurant in San Pedro in 1946 for a short time and then moved to Reno where he worked as a cook in both Reno and Lake Tahoe for about a year. In 1947 he sold food to restaurants and grocery stores and then he opened a service station in Reno from 1964 to 1968. Next he operated a Shell station in Carson City for three years before opening Bill's Tune Up Service which he owned until retiring in 1994.

Maxine was born in Moffett, Oklahoma and the family moved to Missouri when she was six. She went to California when she was 16 and then moved to Reno in 1955. She worked for Safeway and met Bill who was selling cookies to the store and they were married in 1958. They moved to Carson City in 1967 and she worked as a meat wrapper for 42 years.

Bill bought an interest in a Piper Tri Pacer and learned to fly in 1968. He bought out the other partners and owned the plane for five years. He started building a KR-1 about 10 years ago in his garage but has decided to sell it as he no longer has his medical. Bill joined the CAP in 1971 and was a member for 20 years in Reno and Carson City.

Maxine bought Bill his first Golden Retriever in 1968 for his birthday and Buddy was so smart he trained him to drive his 1926 Ford Model T truck, with a little help from Bill. Buddy would also sit at the controls of his Piper and was featured in National Geographic's World Magazine in 1975, the Vintage Ford publication in 1998 as well as ALPA's publication in 2000, and Nevada Magazine in 2002. Starting in 1975 Bill and Buddy were on Hee Haw for three seasons. They have had four other Golden Retrievers since Buddy died, and all of them have driven the Model T in parades. Beauregard is the latest and he and Bill were in the recent Nevada Day parade. Bill has also driven Santa to the state capitol to light the Christmas tree for the past eight years. You may have seen Beau, Bill and Santa in December.

Bill and Maxine have two daughters, Sue lives in Carson City and Kathy lives in Sweden. They have five grandchildren, eight great-grandchildren and three great-great-grandchildren with most of them living in the Carson City area.



RULES OF ENGAGEMENT

Welcome to 2006 as a member of EAA "Sierra" Chapter 403. Please allow me to offer a little philosophical perspective on the coming year. We belong to an all-volunteer organization that is in pursuit of preserving a uniquely American freedom: the right to build (or purchase) and fly (or experience) an aircraft of our own (or someone else's) design [almost] anywhere in this country (and most others) we choose to. No apologies for all the choices.

Whether you build, fly, reminisce or dream about airplanes, this freedom is critical to our personal well being or we wouldn't be reading this newsletter. The increased cost of flying, 9/11, inconsiderate and ignorant pilots, sprawling development, and even youthful distractions, have altered our playing field. Our passion is under attack. We have, at minimum, a very serious PR problem. There is good news, however. The people trying to limit or eliminate this freedom to fly are up against mankind's most committed and enterprising group of individuals. We are the Wright Brothers and Jimmy Doolittle and Neil Armstrong and Burt Rutan. And EAA 403 has a few of these aviation heroes of our own. You know who they are.

So, how can we help? What are the Rules of Engagement for us in the battle to defend our right to fly in 2006? Simple. Each of us just has to contribute in the best way we can. Some will fly Young Eagles, and others will document the memory; some will flip pancakes, and others will empty trash cans; some will show up at 0630 to build a parade float, and others will wave and look good; some will certify a builder's dream as airworthy, and others will buck rivets; some will tell important stories never written, and others will listen, maybe for the 3rd time; some will try to lead, and others will humor them and try to follow. All are critical to the mission. Will we all agree on the best way to do something? Hopefully not! After all, we are each special. Even the most modest of us aviation types has recognized that something special lives somewhere inside. Maybe because we understand that flying is the ultimate personal freedom and has become a passion.

2006 promises to be exciting and challenging. In addition to our traditional CXP Open House, HAN Car Push, and Reno Air Races, in recent years we have added the Silver State Fly-In, MEV Open House and Nevada Day Parade to our busy schedule. This year we will begin planning for our new chapter facility that should eventually lead to a stronger, more community responsive and enjoyable EAA 403. We will endeavor to share interesting and educational aviation-related programs. Let's promote building and flying airplanes while being mindful that not every aviation enthusiast can do either. We should all be asked to participate. If we are not asked, let's remind somebody. The Rules of Engagement for members of EAA 403 begin with ENGAGE.

By the way, it's probably okay to have fun!

Chris

CHRISTMAS PARTY

A good time was had by all at our Chapter Christmas celebration and we even had Santa visit us this year thanks to Mike Reynolds. We said goodbye to our 2005 officers and directors with framed Chapter Service Award's. The new president, Chris Romine, presented a gift to outgoing president Mike Jimenez, and then Mike introduced the 2006 officers and board members to everyone. We had lots of fun in our gift exchange and quite a few prized gifts were stolen soon after being opened. The Nugget had a nice buffet for us, and I'm sure we all had plenty to eat.

Congratulations to Mike Jimenez for having the winning raffle ticket for the leather jacket which was donated by EAA National. We sold 55 tickets which amounted to \$550 for the Chapter. Thanks to everyone who purchased tickets.



IN MEMORIAM

We were all sad to hear about the recent death of DeWitt Ross. Our thoughts and prayers go to Phyllis and DeWitt's sons Jerry and Terry for their loss. He was an icon at the airport, and always had a smile and a friendly hello for everyone. He will definitely be missed by all who knew him. Rest in peace.

YOUNG EAA-GLES REPORT

Let's begin the new year by reviewing our accomplishments in 2005. EAA reached a milestone recently when Young Eagle 1.2 million was registered. We can be proud that our chapter contributed 30 youth to that total! We acknowledge and thank the following pilots for participating in the Young Eagle program during 2004-2005:

<u>Pilot</u>	<u>Total number of YE</u>
Mike Jimenez	3
George Leider	5
Jim Leider	2
David McClelland	9
Jacki Montgomery	7
Mack Murphree	2
Joe Raphael	4
Bob Dickinson	2

(You can find the above information on the website: youngeagles.org/logbook.)

There are many ways to volunteer to support our Y.E. program: pilots, ground operations (plane captains, dispatchers, escorts) certificates, recruiting/scheduling, ground school instructors, registration. We can continue to do our part to foster the future success and love of aviation. Join our Young Eagle team this year by calling Merry Romine, 783-9506!

FOR RENT

Shop to build an airplane. Located in Carson City, the shop has heat, a bathroom and paint booth at a reasonable rate. Call 883-6494.

BUILDING TIPS FROM SKIP PARDEE

I'm not a fiberglass guy. I've been building aluminum airplanes for twenty years now, but I never have learned how to properly work with fiberglass. When it came to constructing the fiberglass fairing around the forward windscreen on my RV-8A, I about panicked. I carefully read the instructions in the construction manual, but they were lacking. So I called chapter member Andy Dombey and said "HELP". Andy's been working on a Lancair IV for a long time. He came over to the house, and in just a short time taught me a few tricks that resulted in me building a fairing that any pro would be proud of. I am passing on what he taught me to those of you who are lacking in fiberglass skills. I assume that what I am writing here is common knowledge among fiberglass builders, but not us aluminum guys.

The major problem I encountered in building the fairing was that it required strips of fiberglass in widths between one half inch and about an inch and a half be cut and laid up. My experience with cutting fiberglass is that the weave unravels on the edges, the glass loses its shape, and I have a heck of a mess, no matter how careful I cut it. The following method solves that.

You will need a rotary cutter and cutting surface. Get them at a sewing store, or order the cutter through Aircraft Spruce (part #01-00299). The rotary cutter looks like a small pizza cutter. Sharp as a razor blade. The cutting surface is flexible, yet tough as nails. It has lines on it in half inch increments. The rotary cutter won't cut through it. Buy whatever fiberglass cloth you chose. I studied the Aircraft Spruce catalog and chose 'S' cloth. I bought Poly Epoxy (A/C Spruce part #01-07905). A quart is all I needed. Cost about \$19. I'm really happy with the Poly Epoxy. Easy to mix, dries fast, I've had no allergic response to it, and best of all it has almost no odor. I figured out a little trick that helps. After measuring the resin, and before adding the hardener, put the resin in the microwave for just a few seconds. Warming the resin decreases the viscosity, making it easier to spread. Don't heat it too hot. You will also need to buy a 1 mil. clear plastic drop cover. I bought mine at Ace hardware, part number 11868. A little over a dollar. One mil. is the perfect thickness, so don't think you need to buy thicker.

Cut two pieces of the plastic about 18" square. Lay one on the cutting board. Cut a piece of fiberglass about a few inches smaller and lay it on the plastic. Note the direction of the weave. In this case it is not critical. Sometimes it is. I positioned the weave 45 degrees to the cut. Spread liquid epoxy on the cloth with a throw-away paint brush. When the cloth is soaked, put the other sheet of clear plastic on top of it. Then take a rolling pin and squeegee out the excess epoxy. You end up with fiberglass cloth impregnated with resin sandwiched between two layers of plastic. Now, take a straight edge, and make a cut with the rotary cutter. Then move the straight edge and make a second cut the width of the strip you need. Lift the strip off the cutting board, peel the plastic off one side, and lay it on the surface you are fiberglassing. Gently push down on the plastic throughout the entire strip, then peel the plastic off. Voila! A perfectly layed strip. Repeat this process until you have the buildup you want. Remember to clean the board and rotary cutter when you are finished. After the resin dried I used SuperFil filler (A/C Spruce part #09-28250). With minimal sanding I constructed an almost perfect fairing that I'm really proud of.

Thanks again to Andy Dombey. This is what EAA is all about.

PANCAKES, ANYONE?

Join us on the third Saturday of each month for pancakes, sausage, juice and coffee, all for just \$3.50! Tommie Dee and Marilyn Lindsey, our breakfast coordinators, welcome any helpers who can assist with cooking, taking money, set-up and clean-up.

The schedule below is only partially filled, so there are still opportunities to serve your chapter and have fun and friendship at the same time! We need at least 4 volunteers per breakfast.

January 21	Bill Williamson, Tony Lancia, **
February 18	Steve and Donna Silva, **
March 18	Chris and Merry Romine, **
April 15	Barry and Barbara Sklar, Mike and Terry Reynolds
May 20	Open **
June 17	Phil McKinnon **

** Jobs available, please call Tommie or Marilyn at 887-1216 to sign up.

2006 MEMBERSHIP DUES

It's time to renew your membership for EAA Sierra Chapter 403. According to Chapter Bylaws, "Dues are to be paid annually and are payable upon joining and January 1st of each year thereafter". You must be a member of EAA National to be a member of Chapter 403.

Membership dues - \$24. Newsletter only - \$15.

Please fill out the information below and give your check to an officer or mail to the chapter at: 2500 E. College Parkway, Carson City, NV 89706.

Name: _____

Address: _____

City/State/Zip: _____

Telephone Number: _____ E-mail Address: _____

EAA National Membership Number: _____ Expiration Date _____

Amount Enclosed: _____