

High Sierra Flyer

Volume 34
Number 7

July 2006



Lake Tahoe Special Experimental Seaplane owned and built by Steve Lantz

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

Address Correction Requested

RENO NV 895

28 JUN 2006 PM 1 T



Chris and Merry Romine
320 McClellan Drive
Washoe Valley, NV 89704



EAA SIERRA CHAPTER 403 OFFICERS FOR 2006

		(775) Area Code
President	Chris Romine	849-7959
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
Website Administrator	Jacki Montgomery	230-2294
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	Call or check website for schedule		
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



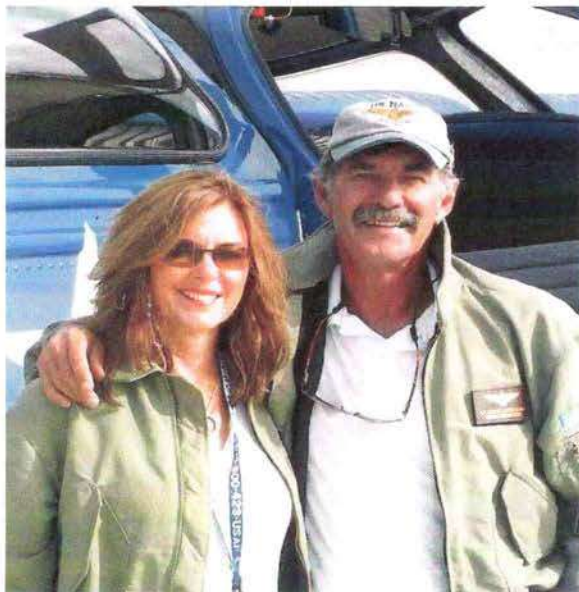
BY JB

Steve and Patricia Lantz have been members of Chapter 403 for the last two years. Steve was born in Redding, California and attended Chico State University before joining the Navy in 1965. He was selected for flight training in Pensacola, Florida and was an Aircraft Commander with Patrol Squadron 48. In 1967-1969 he was at Moffitt Field, California before being deployed to the Philippines. He flew the Market Time Barrier out of the naval air facility at Cam Ranh Bay, Vietnam flying P3-A Orion's. After his Navy tour in 1970 Steve went to work for Trans International Airlines (TIA) a jet charter contracted by the military and based in Oakland, California. They became Transamerica Airlines and closed down in 1986. He was a pilot for Sun World in Las Vegas for a short time and then MGM Grand out of Los Angeles for two years. Steve took a job as Chief Pilot for Emery Worldwide until he retired in 2000. During his career he has qualified in the T-34, T-28, T-6, P3 Orion, Sabreliner, 727, DC8, and British MK5 Jet Provost.

While in Chico in 1960 Steve learned to fly in a Cherokee 140, and over the years has owned a Romanian IAR-823, various Cessnas, Luscombe, Taylorcraft and the Jet Provost. In 2003 he received his floatplane rating and began looking for a seaplane to buy. He purchased the 1946 Republic RC-3 Seabee fuselage in British Columbia, then he and life long friend R. Paul Shepherd started searching for parts and what they couldn't find they built. Instead of the stock 215 HP 6 cylinder Franklin engine Steve had an LS6 Corvette engine conversion built. Steve and Paul rebuilt every single piece of the airplane in the hangar in Carson City, including all the control systems, the paint, and Paul stitched the upholstery. The experimental aircraft took 20 months and 4200 man hours to build and is dedicated and painted in the colors of Navy Patrol Squadron 48 where Steve served during the Vietnam War.

When Steve was based in Dayton, Ohio working for Emery, he met the people who built an exact replica of the Wright Brothers 02 glider and he was the first pilot to fly the glider in Huffman Prairie, Ohio. Steve has flown hang gliders for 34 years and has made 552 sport parachute jumps.

Patricia was born in San Francisco and was a flight attendant for Transamerica Airlines when she met Steve. She is now a realtor for Dickson Realty in Incline and keeps very busy. Patricia and Steve have been married for 33 years and have lived in Incline for 33 years. They have three children, their son Seth is a Captain for Jet Blue and lives in Las Vegas; daughters Shannon and Emily live in Oroville, California.



PRESIDENT'S CORNER

With gas prices, hangar rent, maintenance and other costs associated with General Aviation making participation more exclusive, it is sometimes easy to forget how lucky we are to have the opportunity at all. During the past eight months I have visited a dozen foreign countries and been as close as I could get to local aviation activity. In Japan, Hong Kong, Singapore, and even Germany, I never even heard the sound of a GA aircraft. At the famed Duxford Museum airfield in England, capable of parking a thousand aircraft in a beautiful setting, on an almost cloud-free spring day, there were six. How about a "hundred quid" (\$170) banger and chips? In an ultralight!

The Fly-In/Open House was incredibly successful, thanks to the hard work of many chapter members. Though less than 30 aircraft registered, the judging was close, the entrants enthusiastic, and the organization superb. The Pancake Breakfast was a sell-out, going strong for 3 hours! Lunch was great, but light open house attendance and lots of competition left plenty for our Washoe Lake barbecues this summer. Our new building fund and chapter budget was fattened by almost \$3000! More than half of that came from Bob Dickinson's charity rides and an anonymous donor. Mike Reynolds' "Kids Zone" rides added more than \$300 and lots of fun. John Grub again delighted dozens of kids with Ground Bound flights. And, airport management was openly impressed and thankful for our contributions to their event.

Too many people dedicated their energies to fairly single anyone special out, but we should highlight the efforts of Tommy Dee and Marilyn, Bob and Carol, John and Edie, Mike, Tony, Jim, Jenetta and Ken. Thank you all.

Oh, and we sold a few [building fund donation] bricks! Details forthcoming.

Chris

JUNE MEETING A SUCCESS

We had a great turnout at our general meeting on June 7. Thanks to Jeff Byard for his slide presentation on gliders and specifically the Bowlus glider he has rebuilt. He has been flying gliders for over 38 years and shared with us his knowledge, history and love of flying.

FLIGHT TIME PRACTICE

As we build our aircraft and put our time and money into the project, it might be a good idea to take a break and spend a little time and money on our flying skills. Some day our homebuilt will be ready to fly and we will have to get current all at once. Getting caught up on simple flying skills after a long lay off will take some time.

Every once in a while take a flight and do a little practice - simple things like climbs, glides, 360's and for fun "wingovers". Just getting the feel of flying can prompt you into doing other maneuvers you liked and got a big kick out of when you were flying more often. A good practice maneuver is to fly at cruise speed at 8000 feet and pull the power back to say about 1700 RPM trim the aircraft to fly hands off and see if the aircraft can hold the 8000 feet altitude. If it does note the airspeed and pull the throttle back another 100 RPM and trim, and note the airspeed again. If the aircraft will not hold 8000 feet and shows a loss of altitude of say a 100 feet per minute make a note of the rpm and air speed and simulate a straight in approach to a landing. What this exercise will show is a final approach speed very close to 1.3 stall speed. This is a practical maneuver that can be used when flying your experimental on the first test hop making your first landing.

I used this on my first test flight of my Tail Wind. You see I made a big mistake; I had taxied the Tail Wind around for about a good week before deciding to make the first flight. All this time while taxiing I had a fake plastic orange covering my airspeed pitot tube. As I taxied to the runway for another high speed run, it felt so good I decided to fly it off and make my first flight. She tracked right down the runway and lifted off so smooth, the altimeter was winding up really fast and my airspeed was "Oh Oh!" Zero, nothing, nada. I looked out on the wing and sure enough there was my pitot tube covered up with that fake plastic orange. Too late to panic, so what do I have? I have a full tank of fuel, I have lots of altitude - I'm up to 9000 ft and still climbing. I might as well fly this thing and get to know how it flies. I made a few medium bank turns at 2100 rpm. That rpm felt good so I used it for my cruise rpm. I had to get a base to start working things out. I tried to get the plane to fly hands off in level flight at 2100, it took a little forward trim to hold 9000 ft. From these numbers I started to pull back the power to 1800 rpm and eased back on the forward trim to hold level flight. I pulled off another 100 rpm; she still held level flight with almost natural trim. I pulled the throttle back to 1500 and the nose pitched down a little. I trimmed it back to level flight and noted a slight loss in altitude about 100 per minute. I played with different rpm settings and trim settings until I could count on a set rate of descent.

All in all this took about 30 minutes. From 9000 ft I just played around with power off slips and gliding turns down to pattern altitude I wanted to try a power off stall but with no air speed what good would it be. I entered the 45 to down wind and spaced myself close to the runway, pulled the power back to 1600, turned base and pulled the power back to 1500. On turning final I was close to having a rate of decent of 100 feet a minute and 1500 rpm I aimed at the numbers. As I crossed the threshold I eased off the power and made a fairly good landing. I taxied back to the tie down area, got out of the aircraft and nonchalantly reached up and pulled the fake plastic orange off the pitot tube. I hand propped the Tail Wind back to life and made another first flight take off with the airspeed working this time. The right practice will go a long way.

Ron Sutton
Tech Counselor & Flight Advisor

UPCOMING EVENTS

- July 5 Monthly Meeting, **Washoe Lake State Park** - Potluck 6:00 p.m. Meeting 7:00 p.m.
The Chapter will provide hamburgers and hot Dogs. Just bring a dish to share.
- July 7-9 Northwest Regional Fly-In - Arlington, Washington
- July 24-30 EAA Air Venture - Oshkosh, Wisconsin

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.	Wayne Berg	267-5431
Sheet metal, Fabric and dope, welding.	Ron Sutton	882-1662

Please call or e-mail Judy Berg to add your name to the list. jfberg@msn.com

WHO'S BUILDING WHAT

Frank Davis	Xenos Glider
Bruce Gray	RV-8
Norm Hibbard	Super Cub
Bob Howell	Bear Hawk
Mike Jimenez	RV-7A
John Morgensen	RV-9A
Skip Pardee	RV-8A
Stan Roberts	RV-6A
Chris Romine	RV-7A
Steve Silva	Murphy Elite
Ron Triano	Q200

If you are building a project and not on the list, and want to be added, please call Judy Berg at 267-5431.