



High Sierra Flyer

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1930 Stearman Speedmail owned by Ben and Sandy Scott

**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) 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
	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	230-2294
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	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

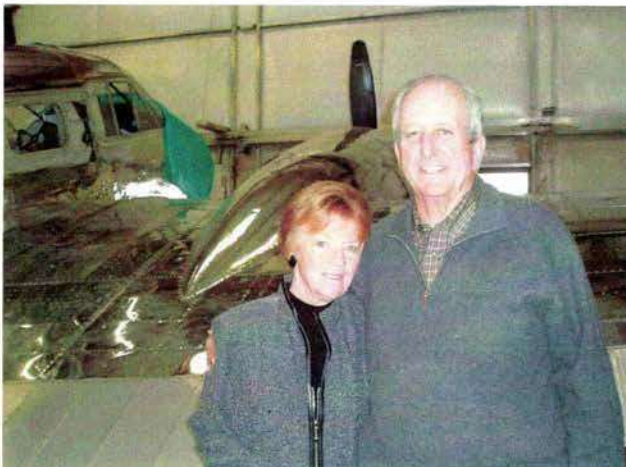
Ben and Sandy Scott have been members of Chapter 403 for about 10 years. Ben was born in Los Angeles, California and the family moved to Reno in 1955 after high school. Ben received a BME degree from Cornell University in 1960 and an MBA from the University of California at Berkeley in 1962. The same year he was married to Sandy Wilson of Reno and joined IBM at the San Jose Development Laboratory. In 1971 the family moved to Reno where Ben worked as a Data Processing Salesman for IBM. He left IBM in 1973 to join Scott Motor Company, a family business since 1929, and became owner and President after the death of Keith Scott in 1986.

Ben learned to fly in 1961 in an 85 hp Aeronca O, then he moved on to the big airplane, a Tri Pacer. While in San Jose he rented Cherokee 140, 160 and 180's until about 1965 and at that point he and Sandy bought a house and started "hatching boys", so flying left the budget. In 1985 he started flying again in Reno, and was checked out by Dave Ruth in a Citabria at Stead. They were able to buy the 1930 Stearman Speedmail that his father had purchased new, and before flying it got some time in a Stearman PT17 and was checked out in the N3N by DeWitt Ross. Then came the first scary solo in the Speedmail which had no dual controls. Later on he bought a Starduster that son Kelly has in Houston. He bought the T-28 D-10 project known as "Lumpy" from Ron Kitchen, and got a multi engine instrument rating from Gary Phillips in an Aztec 250. A few years and several engine issues later he sold it and bought the Howard DGA-15P that shares a hangar with the Speedmail. Now, thanks to Steve Hamilton, he has a Grumman Widgeon being restored in Vernon, B.C. Ben says that should hold him until he buys an 85 hp Champ for his "Sportsman years".

In 1993 he helped commemorate the 75th anniversary of air mail by flying his Speedmail biplane along the air mail route from Reno to Iowa City, Iowa. He has flown to Oshkosh several times and won Grand Champion Antique in 2003. That same year he participated in the National Air Tour which was a marvelous adventure. Below is a picture of Ben with sons Casey and Kelly with the Rolls Royce Trophy in 2004.

The Scott's enjoy horseback riding and belong to the Nevada White Hats. Ben is a past Trustee of the Reno Air Race Association, Trustee of the National Automobile Museum, and a member of Quiet Birdmen along with many other clubs and organizations.

They have four sons. Keith is busy raising four kids. Ken is a very good attorney and it scares Ben to have him drive a car. Kelly is a private pilot and flies the Starduster and Stearman and is building an RV-8. Casey was a United pilot until he retired in 2001, and still thinks a King Air is small.



COMMUNICATION

"Destination Tower, RV Four-eight-four-seven Romeo Experimental, Over"

"RV Four-seven Romeo, Go ahead"

"Destination Tower, RV Four-seven Romeo is nine miles southwest at six thousand feet with information Oscar, requesting permission to land."

"RV Four-seven Romeo, you are cleared to land on Three Zero, number three behind the Bonanza, call in when you are on the forty-five."

As pilots we learn early on that concise radio communication may be critical to getting what we want, when we want it. We are told to communicate Who we are, Where we are, What we know, and What we want. Most of us have gotten pretty good at it, too. Why then, as a group, are we so challenged at communicating with each other? Just ask our spouses, kids or friends! How many of us have said "gee, if I had only known that you had already done that!", or "why didn't you tell me that before...?"

We are going to work on improving communication in the Chapter. It starts with knowing who we are, where we are coming from (or going to), what we know, and what we want. Pretend you've got a microphone in your hand!

GENEROSITY REDEFINED

We are fortunate to have many members of this chapter that are generous with their time and energy. We have a few that are also generous with their personal assets. Gaby Robertson has been incredibly generous with his time and energy for as long as we can remember. Now, on top of all his other contributions, Gaby has donated Five Thousand Dollars to the Chapter 403 Building Fund! WOW!

This is the kind of inspiration that propels organizations to new levels. Including the donations (\$3500) from DeWitt's sons Jerry and Terry, and Carl Bostrom last month, our dream of a new chapter house is beginning to look achievable! We may be surprised at how much of our goal can be reached with internal generosity augmenting planned outside fund-raising. Somebody just had to set an example. Thank you, Gaby.

Chris

FLIGHT ADVISOR

I applied for the EAA safety programs Flight Advisor position and was accepted. I will be involved with flights of home built aircraft that are under 200 HP, fixed pitch prop and fixed gear, since most of my flight time has been in home built tail draggers. Fly baby, Stits Playboy, Tailwind and RV4 for a total of 1756 hours.

My flight experience started with a Champ 7AC I bought as a student pilot in 1966. Six months later I bought a J3 Cub I flew for another 6 months. As I was building a Wittman Tailwind I needed to get into a higher performance aircraft so I could transition into the Tailwind. Gray Harman had a Stits SA3A Playboy and we traded straight across. He got the Cub and I got the Stits Playboy. He talked me through my first solo in the single place Stits Playboy, and it went something like this: "Yah, Ron this SA3A Playboy is a real sweetheart. It tracks straight as an arrow, the controls are gentle and responsive, it has a cruise speed of 110 mph, burns 5.5 g.p.h and wheel lands like a dream. Jump in and taxi around and get the feel of her." I jumped in and started to taxi up and down the ramp, it felt solid, quick and powerful. After about 30 minutes taxiing I was ready to fly it back to Flabob.

Gray told me what to expect on takeoff and how to land it. On take off get lined up on the center of the runway and ease in the throttle slowly, keep her pointed straight down the runway; gently push the stick forward until the tail comes up; you will need a little right rudder to keep centered down the runway. She should just fly herself off with neutral stick. Once in the air your air speed will be about 90; hold 100 as a good climb out speed; once you're at the altitude you like, level the nose and your cruise will be about 110. On landing get downwind at a little below cruise. On base I use 1700 rpm and 100. On final aim at the numbers and hold 100, once over the threshold and 5 ft or so, ease off power and push the stick forward a little for a good wheel landing. Don't try to three point it until you get more time. You'll know when you will be able to three point it.

I taxied the Stits some more, then taxied to the runway with my heart in my mouth. I went through the CIGAR checklist and made a 360 to check traffic. With my heart pounding louder than a Continental A75 at full power I pointed the Stits down the runway. As stated the plane stayed dead center on the runway. I eased the tail up and flew her off at 90 and climbed out at 100. Once in the air I started to move the controls around. Quick is a word that doesn't come close to the way the plane responds to any input of rudders, elevators and ailerons. All my time in the Champ and the Cub seemed useless. After about 15 minutes I started to settle down and got in tune with the flying characteristics of my new aircraft. I pulled the throttle back to 1700 rpm and slowly pulled the nose up to try out a stall; at 90 she dropped the right wing then the nose and didn't start to fly until the air speed reached 100 I lost about 500 feet. It was a gentle enough stall, but what got me was I'm flying an aircraft that stalled faster then the Cub or Champ could fly at full power with the nose pointed at the ground.

Doing some of the maneuvers I was taught as a student pilot was fun. A 360 turn took less then 30 seconds. "S" turns were like a slalom course. A wing over was like a fighter making a strafing run. I had done the right thing. This aircraft was going to give me all the high performance training I needed - now if I could just get it back on the ground in one piece. I set up the downwind and base as Gray had told me, turned final, aimed at the numbers and made the prettiest wheel landing. I let her roll out on the mains, as the tail came down on its own I pinned it with the stick pulled back in my belly. It felt so good to be safely on the ground at my own airport.

With the new EAA safety programs being offered today, flying your new home built will give you so much more information and guidance that the risk is almost none existent. Your first flight will be a lifetime experience you can look back on with pride.

Ron Sutton; Tech Counselor & Flight Advisor

EAA SIERRA CHAPTER 403 34th ANNIVERSARY PARTY

On Wednesday, March 1 at our monthly meeting and potluck, we will be celebrating our chapter's 34th anniversary. The chapter will be providing a cake so bring a dish to share and join us for the event. Potluck at 6:00 p.m. and meeting to follow at 7:00 p.m.

SHARE YOUR EXPERTISE

We would like to put together a list of members that have an area of expertise they would be willing to share with other members and builders. We will publish the list of members names and telephone numbers in the newsletter.

If you have a specialty or knowledge you are willing to share, please contact Judy Berg so we can start our list. (775)267-5431 or jfberg@msn.com.

FLIGHT ADVISOR REMINDER

It has been some time since you have heard from us, and due to the lack of participation, we feel the program may be misunderstood. Below is the EAA Headquarters description of the program, and this may help you understand.

The EAA Flight Advisor program is an organized support group for pilots making initial flights in homebuilt and vintage restorations. Flight Advisors are EAA members with experience and knowledge of the homebuilding/restoration process. Their primary role is to advise and assist in making evaluations regarding test flights. They will not make the final go, no go decisions or do any flying. The Flight Advisor:

- Helps the pilot evaluate his or her current proficiency level.
- Assists in analyzing the airplane to be flown, and determining what skill levels are needed to fly it.
- Helps compare the pilot's skill level and proficiency to what will likely be required by the airplane.
- Aids in finding proper instruction, if necessary.
- Helps plan the first several flights.

If you should have questions regarding the program, please contact Warren Fields or Ron Sutton.

Warren Fields, Flight Advisor