



HIGH SIERRA FLYER

Newsletter of Sierra Chapter 403

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FROM THE PRESIDENT

Why did you join Sierra Chapter 403?

Some members join because they just started a build project and are looking for advice and guidance (or just someone to buck rivets). Some because they have been lifelong pilots or mechanics that want to share their knowledge and experience. For others they just love aviation and want to be around airplanes and airplane people. A few have joined because they wanted something, and once they got what they needed they disappeared (but we got their dues for the year). Some just like the social aspect of being part of the chapter (and talking about planes). Whatever your reason for joining you are

getting something out of being a member of Sierra Chapter 403.

I joined because after 32 years of flying for the government and retiring to Carson City, I wanted to share my experience with the next generation of pilots through the Young Eagles program. I did not know much about EAA Chapters, as while working I did not have the time to join, but I had heard about the Young Eagles program. After a short while someone asked if I'd fill in as secretary on the board, and then president. I went from knowing very little about EAA to running a chapter board, but since I am retired, I am able to volunteer my time to do so.

The point to all this rambling is that whatever the reason you had for joining, or staying a member of Sierra 403, a

THANK YOU TO OUR VOLUNTEERS!

chapter runs on volunteers. Volunteers make everything that 'happens' in the chapter, 'happen'. The primary ways to volunteer, are to volunteer your time, or volunteer your money. Currently, for Sierra Chapter 403 to exist on the airport it costs about \$6000 per year.

Membership dues cover about \$2800 of that the rest must come from raising it, lunches, pancake breakfast (time volunteerism), or donations (money volunteerism).

Why did you join Sierra Chapter 403?

- Don't even look at the couch as I walk by. Check
- Store finished airplane parts in our bedroom. Check



FROM THE VICE PRESIDENT

Thoughts on homebuilt aircraft

It's 2013 and I have been building the RV-7 for a year. Most nights I get home from work I just want to park on the couch. Did I mention that I have a wife, three kids and four dogs. Okay it is 7:30 pm. Family obligations have been dealt with. So do I watch TV or head out to the garage? Maybe I will just drill one hole or turn one screw. Maybe I will just sweep the shop. I pry myself from the couch. Suddenly it is 9:45 pm and I drilled, deburred and riveted a section.

- Tomorrow night install a TV in the garage. Check

FROM THE TREASURER

Balances as of 1 April:

- Checking: \$2,405.54
- Savings: \$69,366.02
- PayPal: \$1,825.49

Total cash accounts: \$73,597.05

The Board spent \$6,500 for professional resurfacing of the Chapter House floor, and \$2,534.15 for new tables and chairs for the Chapter House.

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HAPPENINGS

At the March General Meeting: Guest speaker Paul Dye on being a Designated Airworthiness Representative. Slides available through member login.



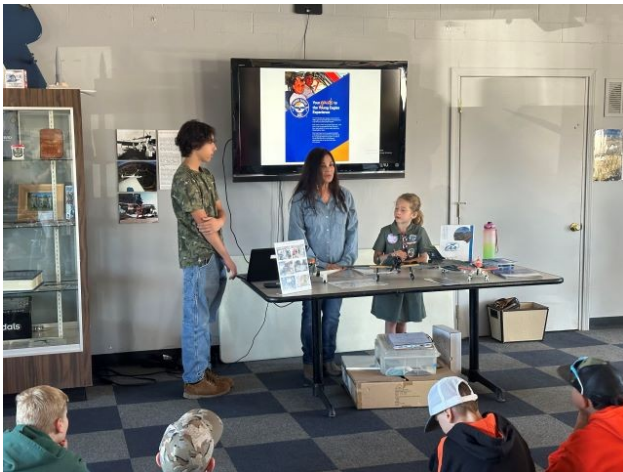
At the April General Meeting: Guest speaker Hannah Fasiang on her career path to becoming a pilot for United Airlines. She was our first guest speaker to experience the excellent new nonskid epoxy floor in the chapter house!



THANK YOU TO OUR VOLUNTEERS!



YOUNG EAGLES



IMC CLUB

The group meets the third Thursday of every month at 1800 in the Chapter House.

VMC CLUB

The group meets the fourth Thursday of every month at 1800 in the Chapter House.

THANK YOU TO OUR VOLUNTEERS!

YOUTH ACTIVITIES

Submitted by Sharon Larson.



Logan Larson, Triston Roybal, and Logan Metzger

EAA Chapter 403 has been a great part of the community through Young Eagles Rallies and other meaningful projects and activities; leaving something influential and inspirational for every kid. It affords kids the opportunity to learn and accomplish what they might not have otherwise, the ability to soar beyond challenges.



The Chapter House and hangar served as a safe haven filled with knowledge, wisdom, and compassion. Each and every adult member with their individual

expertise plays a great role in guiding these kids down the right path to toward their aviation endeavors or just trying new things with courage and continued aspirations.

The number of interested kids initially grew but gradually dwindled, leaving behind a committed few. Among them were Gage Young who began his journey in 2023, and Logan Metzger who joined in March 2024; getting his first Young Eagle flight in June 2024. Tristan Roybal had an unforgettable experience flying with Robert Grant in August 2024 and never missed a group session since.



Mike Hardison plays an integral role in providing the kids ongoing flight experiences and aviation education from construction to flight safety. In 2023, he

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got the kids started on the BD-5 restoration project. Their work has been showcased at numerous events.

Mike Zieba shared his expertise in electronics to give the kids some experience with electronic components, wiring and soldering. He also worked with them in fabricating and painting throttle and armrest parts for the BD-5.



While some kids come and go, the unwavering success of these young individuals is rooted in the passion, dedication, and remarkable commitment of their mentor, Jim Nunnelee.

With the completion of the Zodiac, Jim provided new projects like a full-scale lofting of glider wing ribs and rebuilding of a 1939 Continental 65 horsepower aircraft engine.



With this most recent project, these young members will learn about all the parts and their function in the engine as well as the theory and operation of four stroke internal combustion engines. They will learn how to inspect parts against service manuals to ensure they are within proper tolerances. Throughout this project, they will learn various skills ranging from mechanical to electrical as well as how to use the tools associated with these skills.

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Under the excellent mentoring of Jim, this engine will be brought back to life while these young members learn new skills along the way.

FROM THE EDITOR



Swift with Schweizer 1-26D Glider

I appreciate our President's column as it triggered some self-reflection. I first discovered Dr. Igor Bensen's "Gyrocopters" back in 1963 in the magazines that I read as a kid, and have wanted to learn how to fly one ever since!

Finally decided I would get the training for an add-on rating and build a gyroplane kit. Figured I would join EAA to have access to people who could give me useful advice on kit-building, flight-testing, and Rotax engine lore. I'm teaching Physics at WNC through mid-

May, and then plan to go to Petaluma for flight training in the JUN/JUL timeframe.

I'm in Gyro Technic's calendar for an "assisted build" (still exceeding the 51% rule, of course), so am hoping to have a gyroplane to show you by some time in October!

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