



HIGH SIERRA FLYER

Newsletter of Sierra Chapter 403

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Marvin

by Tracey Fremd



Tracey with Marvin in Mexico City

I would like to share this recent story about my trip to Mexico City this month. Why is that? Because my dad was a Navy aircraft carrier pilot and met his best friend Marvin on the USS Philippine Sea

(CV-47), an Essex-class aircraft carrier that served in the Korean War in the early 1950s. My dad and Marvin both flew S2F ("stoof") anti-submarine aircraft from the carrier.



S2F Landing on USS Philippine Sea in 1958 - Wikimedia Public Domain – US Navy.

When my dad and Marvin left the Navy Marvin met the love of his life Miss Leni at Rosarito Beach Hotel, Baja California.

Thanks to our Volunteers!

They have been married for 64 years now!

My dad Thomas and Marvin stayed as best friends for their whole lives. Our families had two condos in Coronado (San Diego Bay) right next to the Navy base. Our families grew up together like aunts, uncles, and cousins.

Thomas and Marvin served together for several years on the aircraft carrier which was based out of Japan for two years. The thing I loved about my dad and that still makes me proud is that we all grew up fine.

We had so many different airplanes, including a Christen Eagle aerobatic plane in our garage for seven years. I grew up upside-down flying aerobatics with my dad!



Christen Eagle Wikimedia Commons FlugKerl2

For 20 years, Marvin had his Cessna 205 hangered in Mexico City and my dad invited him to deliver it to California so he could refurbish it. It sat for 12 more years in my dad's backyard. I ended up

selling the plane 12 years later to Ron in Connecticut. Ron put it all back together.

Marvin is now 97 years old, and I wanted to go see them before something happened to him. So, I went to Mexico City for four days and saw my aunt Leni and all of my pseudo-cousins. It was awesome!

Saturday Mechanics

Any student who wants to learn about aircraft building and maintenance skills can participate in training activities on some Saturday mornings. Contact Jim Nunnelee at 775-790-1396 if interested.



Logan assembles a Continental A65 engine under the guidance of Jim Nunnelee.



Mike Hardison teaches Sam how to lay out and drill holes for riveting sheet metal. These techniques can be used to build or repair aluminum airplanes.

Young Eagle Flights



Mike Hardison and Sam prepare for a flight in the Foothill Express (RV-7).

We're planning a Young Eagles Rally Day at 0800 on Saturday, April 18th. Pancake breakfast along with the rally.

Monthly Guest Speaker



Morgan Canfield leads a lively group discussion on the regulatory requirements for maintenance of Experimental Amateur-Built (EAB) aircraft at our April General Meeting.

From the Vice President

Mike Hardison shared an initial summary of our recent membership survey results. He shared three main points that chapter members value the most:

1. Social interaction: Sharing quality time with other chapter members.
2. Staying engaged with aspects of General Aviation.
3. Young Eagles program: Supporting the aviation "pipeline" by getting youngsters interested in flying. They will be our airline pilots some day!



Winter Flying Adventures

by Michael Golden

Winter is a great time to fly, and Sandy and I have taken advantage of the good flying weather. Here's a summary of some of our recent adventures:

Elko Regional Airport

This is a must-do adventure for all local pilots. The scenery is fantastic, the FBO couldn't be better, and there are two (2!) courtesy cars! "You break 'em, you buy 'em." Just joking on that...



Some of the dining in Elko is unparalleled. The Coffee Mug is owned by Jeff Dahling, a fellow pilot and Mooney driver. It is a wonderful place to enjoy breakfast and/or lunch. Jeff has recently expanded into adjacent space and now has a bar for dinnertime. The

“Mug” is a must-visit location. Please support our fellow aviator who owns it.

Some of the best Italian food you’ll ever eat can be found at Luciano’s in Elko. And contrary to popular belief, the best Basque food in Elko is not found at The Star, but rather Toki Ona on Idaho Street. It is absolutely phenomenal, and I cannot recommend it enough.

Finally, if you get into Elko early enough, the best gourmet donuts ever are right across the street from the airport at Sugar Y Spice. They open every morning at 0300, and by 1000 the donuts are generally sold out.

On the adventure side, heading to the Ruby Mountains is quite incredible. You should rent a car to go there. It’s visible from the airport, but that’s a bit deceptive as it is a 30-to-40-mile drive from the airport.

Nancy’s Café at Willows-Glenn County Airport



Willows-Glenn County Airport dates back to 1928, when it was designated as an Intermediate Landing Field in Contract Air Mail Route Eight (CAM-8). It had a 51-foot steel tower with a million-candlepower rotating beacon and a concrete directional arrow. The airport is located about 120 miles north of San Francisco.

Nancy’s Café is the highlight of the airport, and I hadn’t flown there in more than 25 years. The food is very good, the restaurant is onsite and you park just outside their front door. The food is a little bit expensive, but it’s worth it (and after all, it IS in California). Please support Nancy’s if you get the chance, as a lot of us would hate to see it go away.

Yerington

Much to my surprise, the restaurant at Yerington Municipal Airport has returned to service in a new format. Brianna's Taqueria is open Friday through Sunday. It is an authentic taqueria. The food smelled really good and looked great, too. I met the owner when I was there a couple of weeks ago, but I had no idea they were open for business.

Hawthorne Municipal Airport

It’s always interesting to visit with Betty over at Hawthorne. They have a courtesy car, and you can take it into town and go to the El Capitan to grab a bite to eat. I

didn't say it was great, but it's not bad either. Betty recommends Port of Subs. I tend to agree with her on that one, but the El Cap is worth the drive. Nice runway there, big ramp, and they love when people fly in to visit.

These were some of the "fly-out" adventures we've had since the beginning of the year.

FAAST Seminar

On a side note, there is an absolutely phenomenal FAAST seminar being held on April 15th at Truckee Tahoe Airport at 1730 PDT. Dinner is free for those who attend. The topic is Flying into and out of San Francisco Class Bravo Airspace.

The focus will be on San Carlos, Half Moon Bay, Palo Alto, San Jose, Oakland, Hayward and SFO. The presentation will be put on by three very accomplished pilots who have thousands of hours flying into and out of the San Francisco Bravo Airspace.

One of them is the former tower manager from San Carlos Airport. If you venture down that way, I would highly recommend attending this safety seminar, particularly if you participate in the FAAST program.

Public Outreach

Larry Crapo led an expedition to Eagle Valley Middle School (EVMS) for a career day event that the school hosted.

Unfortunately, it wasn't considered to be a "public" event, so we weren't able to take any photos. But the EAA/Young Eagles information table, flight simulator, and "Blue Angels" BD-5 had some LONG waiting lines of interested students!

The Principal, Gina Hoppe, was impressed with our popularity with her students, and stated that she hopes we will return in future years.

We had a clipboard at our info table and 43 students signed up with name and contact information to express their interest in Young Eagle flights!

This will help us to "prime the pump" for future Young Eagle events.



BUILD LOG EXCERPTS

Here is another page from Dayton Murdock's RV-4 build log. This one describes some details of wing construction.

(Image) wing1, wing2 & wing3



Chapter 7 Wings Date: 5/11/02

I completed the bell crank assemblies for both wing per the builder manual. (Image) bell crank & bell crank1

Chapter 7 Wings Date: 5/15/02

I drilled the holes for the plumb bobs and marked the rear spars. After straightening the wing assembly I clamped the rear spars to the angle on the jig. I made a fixture to draw the line on all the ribs. Next is to start aligning the pre punch skins to the ribs. Before drilling a hole I used a pick to align the rib by placing the line in the center of the hole in the pre punched skin. Then drill the rib with a #40 drill, cleco. Repeat this process for all the skins on both wings. No images available

Chapter 7 Wings Date: 6/1//02

The next assembly is the nose ribs. They were located and drilled with the main ribs, I clecoed them to the forward main spar then attached them with bolts and pop rivets (mistake) Next is to fit the leading edge skins. I used clamps and straps to hold the skin in place. I marked the center lines of the ribs on the skins and drilled a hole. I used the same

TREASURER's REPORT

Significant Transactions & Activity,
excerpted from Treasurer Report for
March 2026

- March 14 Pancake Breakfast grossed \$266.
- March 28 Lunch grossed \$260.
- Purchased three child-sized headsets at 281.33.
- Purchased MS Flight Simulator 2024 for the simulator room \$129.99.

Balances as of 03APR2026

1. Wells Fargo Savings: \$72,373.23
2. Wells Fargo Checking: \$2,323.09
3. PayPal: \$1107.28

Total cash accounts: \$75,803.60 (\$2,085 restricted for Ray Scholarship)

Membership Dues

The following 41 chapter members are paid up with 2026 dues:

- Dickinson, Bob (Lifetime)
- Dickinson, Carol (Lifetime)
- Digangi, Michael (Lifetime)
- Hobbs, Walter (Lifetime)
- Moore, Michael (Lifetime)
- Nunnelee, Jim (Lifetime)
- Sutton, Ron (Lifetime)
- Appelt, Jon (Regular)
- Baird, David (Family)
- Birchill, Samuel (Regular)
- Crapo, Larry (Family)
- Crapo, Ryan (Regular)

- Daniel, Robert (Regular)
- Dean, David (Regular)
- Follette, Gary (Regular)
- Grant, Larry (Regular)
- Grant, Robert (Regular)
- Gray, Bruce (Regular)
- Hardison, Michael (Regular)
- Ho, Tina (Regular)
- Jones, Larry (Family)
- Jones, Lauren (Family)
- Kartman, Bob (Friend)
- Knuth, Charles (Regular)
- Lambert, Jeff (Regular)
- Miller, Raymond (Regular)
- Murdock, Dayton (Regular)
- Pryor, Marlys (Regular)
- Radcliffe, Steven (Regular)
- Rauscher, Jack (Student)
- Robson, Patrick (Family)
- Russell, Robert (Regular)
- Shannon, Donald (Regular)
- Shmalz, Paul (Regular)
- Starkey, Mike (Family)
- Swift, Gary (Regular)
- Updegrove, Kevin (Regular)
- Vogelgesang, Randy (Family)
- Williams, Julia (Student)
- Young, Ev (Regular)
- Zieba, Michael (Regular)

If you are not on this list and enjoy what our chapter does, now would be a good time to renew your membership. Your dues help us maintain our presence at the airport and frees up money for Chapter and youth activities as well as scholarships.

Thanks to our Volunteers!

EDITOR'S NOTEPAD

This issue has excellent contributions from Tracey Fremd and Michael Golden. This is exactly the kind of member-supplied input that we need in order to keep our newsletter thriving!

Heads-up that I will be traveling to Oregon for most of May for gyroplane flight training, with a stop in Cameron Park (near Placerville) for a Practical Test Standard (PTS) proficiency check to complete my Gyroplane add-on rating at the Sport Pilot level.

I'll be home for a while, but will then be spending several more weeks out of state during the summer, completing construction of my Gyro Technic gyroplane kit in Minnesota, and volunteering at the EAA Air Venture event in Oshkosh WI, and the Popular Rotorcraft Association (PRA) annual convention at Mentone IN.

IMC CLUB

The IMC Club meets on the third Thursday of every month at 1800 in the Chapter House. Tim Rowe leads the group.



Thanks to our Volunteers!

MEMBER CLASSIFIEDS

WANTED: Wooden propeller to fit the old Continental A65 engine that Jim Nunnelee's three young students are assembling. Any condition, any diameter, and any pitch is OK. Contact Jim Nunnelee at 775-790-1396.

FOR SALE: Rotax 914 MQ1 Predator Engine. \$17,500. This is a 2016 Drone Conversion by the U.S. Government. 135 to 140 hp. Logbook shows 362 hours.

FOR SALE: Replica World War 1 Fokker D-VIII kit project. Fuselage on gear. Kit includes fabric and initial paint. Asking \$7,000.



*Fokker D-VIII parasol monoplane, 1918.
Wikimedia Commons.*

For more information on the Rotax engine or the D-VIII kit, please call Ev Young at his home phone. 775-434-7424 (landline).

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