

High Sierra Flyer

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Ray Dutter's Quicksilver GT500 Light Sport Airplane

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

Address Correction Requested

EAA SIERRA CHAPTER 403 OFFICERS FOR 2006

		(775) <u>Area Code</u>
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	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

Ray Dutter has been a member of Chapter 403 for 12 years. He was born in Chico, California and the family moved permanently to Paradise, California two years later where he lived until his senior year in high school. They moved to Vallejo for the duration of the war and he worked during the summer for the State and Federal Forest Service until he was drafted. Ray entered into the USN CB's in 1943 and went through boot camp at Camp Perry, Virginia and then advanced training in Gulfport, Mississippi. He shipped over in 1944 through the Panama Canal to the Pacific Theater and joined the 61st USN CB Battalion on Guadalcanal. With stops at several islands they were off to the Philippines and landed on Leyte at Dulag during the invasion, remaining there until moving to Samar in 1944 when the war ended. He was shipped home by way of Guam, and was discharged in 1946.

Ray entered into a mining partnership with several people on a venture in northern British Columbia and the Yukon Territory and operated on Burwash Creek about 195 miles north of Whitehorse, Y.T. very near Kluane Lake. After four years of work and no wages they went flat broke. He tried another mining venture with his dad and two others which also failed.

Returning home he started college in Chico and drove a high school bus for transportation to Chico. In 1951 he married Iva, one of the students from the bus. Ray joined the Union of Operating Engineers and worked on large construction equipment all over California and northern Nevada until he retired in 1987 after 43 years and moved to Silver Springs, Nevada. Ray likes to fish, and he and Iva traveled coast to coast in an RV until she passed away in 2002. They were married 51 years.

Ray learned to fly in 1983 in a Cessna 152 at Lompoc. He bought a Cessna 172 in 1984 and sold it in 2000. March, 2005 he bought a light sport Quicksilver GT500 kit, which he finished in April, 2006. He spent 400 hours building it in his shop in Silver Springs with the help of several friends. The final assembly was in Corning, California before flying to the Carson City Airport where he now keeps it in a hangar. He has 1045 hours flying time mostly in the Cessna 172, and has flown all over California, Nevada and Oregon as well as the Fly-In in Arlington, Washington.

Ray has four sons and a daughter living in California. Lee lives in Davis, Gerry and Mike in Paradise, Steve in Bangor, and daughter Debbie lives in Paradise. He has nine grandchildren and 3 great-grandchildren. Ray has been a member of the Masonic Order for 56 years, and past master of his lodge. He has been a volunteer for the Veterans Memorial Association for 11 years.



PRESIDENT'S CORNER

During the past month the Chapter has made enormous progress on activity planning. The Building and Fund-Raising committees for the chapter's new aviation center have met multiple times. Member Bob Osborne has volunteered his time to create a site plan and contact the planning department and other local agencies to research zoning and permit issues. Edie Grub has assisted with permit applications and descriptions. Tommy Dee is assisting with a site survey. John Grub is collecting proposed building floor plans and site drawings for review by the Building Committee, and several have already been submitted. A preliminary name for the facility and project has been chosen and is being researched for legality and acceptance. Bob Dickinson has been organizing the Fund-Raising Committee and has gathered several good ideas for raising capital and soliciting donations of materials and services. Most importantly, we have had 20+ members at the meetings sharing ideas and thoughts, and offering to donate additional time to help make Chapter 403's dream come true. It is never too late to jump in.

Meanwhile, back at the ranch other (and most of the same) members have also been planning our third annual Silver State Fly-In, this year sharing the airport with "Wings and Wheels", Carson City Airport's 2006 open house June 17. We have lots of volunteers and need many more. The combined event will mean larger breakfast and lunch crowds (Tommy Dee), more complicated ramp management (David McClelland), and additional chapter activities to organize. Aircraft marshaling (Tony Lancia) and judging (Jim Duensing), award certificates, Young Eagles sign-ups (Merry), a fly-mart (Edie), aviation seminars (Barry Sklar) in the yellow building (ex-restaurant), activities for kids (Mike Reynolds), free ice-cream, new aviation center fund-raising (Bob Dickinson), providing local hospitality transportation (Jim Garvin), and perhaps an airplane ride or two (Bob D.) will keep us all busy that day. With your help it will be a day to remember, and be remembered by, for our chapter. Let's do ourselves proud!

Our final Fly-In meeting is Tuesday, June 13 at 6:00pm. We will also be looking for additional volunteers at the general meeting June 7. Feel free to contact an officer or any of the members mentioned above to add your name to the list.

We will resume detailed planning for the new aviation center after June 17 is a success!

Chris

NEWSLETTER ONLINE

The High Sierra Flyer monthly newsletter is now online. If you would like to stop receiving a hardcopy of the newsletter and read it online instead, e-mail Judy Berg at jfberg@msn.com so we can take you off the mailing list. Check out the website and the newsletters and give us any suggestions or comments. <http://eaa403.org>

PROFICIENCY AND CURRENCY

Proficiency and currency are two words that mean the difference between actually flying your aircraft and just getting it in the air and back down in one piece. To really fly your aircraft takes practice so you are able to perform any maneuver without thinking about it. Case in point - while driving your car, when was the last time you thought about how you came to a stop at a stop sign. This simple task is automatic and has been for almost as long as you have been driving. How many aircraft operations or maneuvers can you do without thinking about how you actually did each of them? This is a tough question if we want to be honest with ourselves.

The best we can hope for when we fly our homebuilt for the first time is to be current. As we build time we will get to know how the aircraft operates and become more proficient as we initiate each maneuver. To get into your experimental for the first time as a current pilot may be asking for more than you can handle if things do not go just as planned. The way to insure that all goes as planned is to practice your first flight in a regular certified aircraft that is comparable to what you are building and practice all the maneuvers you plan to do on your first flight. I know this sounds like a lot, but until you are really comfortable flying the maneuvers as second nature you stand a chance of being well behind the aircraft you built. Even if you have someone do the first test hop, and have that pilot brief you on all the characteristics of your aircraft, this is still your first flight and it's all brand new to you.

One way is to look up the flying characteristics of your experimental. The plans and instructional manual will have step-by-step hands on instructions about how that aircraft will handle and how to fly it. Next get in a compatible trainer and practice all the maneuvers and flight attitudes your homebuilt will do. Most trainers will do all the maneuvers but might be a lot slower doing them. This is a plus as you get to spend some time thinking each maneuver through and doing them in slow motion.

Make a list of about four flying maneuvers your going to practice and put them in a sequence you can fly one right into another, a little like what you see at an air show. An example would be three or four 90 degree medium bank turns over section lines followed by three or four 180 degree turns off the same section lines followed by two 360 left and right turns making sure that when you roll from one into another you stay at your altitude. Then continue into 720's left and right. Make up a few different flight sequences and have fun doing them. It's all about having fun! Any flight maneuver you enter into should be planned and flown gently and as smoothly as you can. Don't become impatient. Take your time and really fly the aircraft into and through and out of each maneuver individually.

A rough guess that if you take two to three years to build an aircraft and you spend one hour a month practicing flying, and I mean practice, you will be ready to test hop your pride and joy with very little extra flying practice.

Ron Sutton
Technical counselor & Flight Advisor

UPCOMING EVENTS

June 7 *General Meeting - Potluck 6:00 p.m. Meeting 7:00 p.m.
June 9-11 Golden West Regional Fly-In, Marysville, CA <http://www.goldenwestflyin.org>
June 17 Chapter 403 Silver State Fly-In, Carson City, NV
June 17 Carson City Airport Open House

*Our general meeting on June 7 will feature a presentation by **Jeff Byard** on gliders and soaring. Jeff is an airline pilot for U.S. Airways with over 25,000 hours and lives near San Luis Obispo. He started flying gliders 38 years ago. He has restored and won awards for several of his gliders, including the Bolus which he will be talking about at the meeting. He is a Director of the National Soaring Museum and has written numerous articles on soaring.

YOUNG EAA-GLES REPORT

The first Young Eagle event of the year took place on April 29 and May 6 with excellent flying weather and enthusiastic young people anxious to see Carson City from the air! The event was enhanced by a Power Point presentation created by Bob Dickinson which provided a valuable photo explanation of a pre-flight inspection. We welcomed a visit from Elman "Mac" McCaleb who flew back seat with his grandson Caulin.

Thanks to our pilots and ground crew who made this day successful:

<u>Pilot</u>	<u>Young Eagle</u>
Bob Dickinson	Alexander Parker, Caulin Schadeck, Tylor Garringer
David McClelland	Caleb Schadeck,
Joe Raphael	Jonathan Parker, Shaun Fitzgerald
Dispatcher	Bob Stroub
Ground school, preflight	Mike Reynolds, Bob Dickinson
Escorts	Bill and Jeremiah Abbott, Ray Dutter
Photos	John Grub, Ray Dutter

COME AND GET IT!

I am done with it and it's now yours to the first to claim it. This RV-8 fuselage jig has produced two straight as an arrow fuselages to date. I need to get this moved as soon as possible to make more room as this project grows in my garage. I am in the Dayton area near the airport so it's not too far away for this ready to go jig that will save a number of hours to be devoted to the airplane. I have digital photo's of the jig with my fuselage under construction if you would like to see it in action. E-mail me if interested, no computer then give me a call. I will honor the first caller. Bruce Gray e-mail at brucerv8@charter.net or telephone 775-246-2401.