



There will be no Chapter Meeting for June, as we are doing Young Eagles on June 12th. Please volunteer to help out!

The next Chapter meeting for is planned for July 10th at the Clubhouse!!!

Membership to EAA292 is \$35 per year, due January 1st
Or online registration is available through EAA292@gmail.com
EAA Chapter 292, 4803 Airport Rd. Independence, Oregon, 97351

President's Message

Get Ready!

Since my letter last month, there have been a lot of changes happening in Oregon and Polk County where most of us reside. Two weeks ago, the chances of the Chapter conducting a Young Eagles event or Fly-In appeared to be crushed with the notice of a new 60-day "highest level" lockdown. Three days later the Governor reverses herself and cancels that level of restrictions. Now Oregon appears to be following the rest of the country in pushing for vaccinations and "opening up!" Whoo Hoo! The Chapter Board has been fairly consistent that we'd try to hold YE in June, a face-to-face "live" meeting in July and some type of fly-in event in August. The message to our members is "hold steady on course" and the Chapter will reopen this summer. We will continue to update our members with new information as it becomes available. However, remember that we are still complying with the Governor's and CDC guidelines. If those compel us to resize or cancel an event, we will need to comply.



EAA 292 Young Eagles 2021



EAA 292 will be holding its first Young Eagles Rally of the year on National Young Eagles Day, Saturday June 12, 2021, 8:30-11:30, at the Independence State Airport, EAA Hangar 4803 Airport Rd. (This will be in-place of our regular monthly meeting.) The EAA Young Eagles program gives young people ages 8 - 17 an opportunity to learn about aviation and take a flight in an airplane. Since 1992, over 2M young people have experienced the thrill of aviation through this program.

With this being our Chapter's first "live" event in over a year, we are expecting a high turnout of participating youth. To pull-off a successful event requires a lot of pilots and ground crew, so please volunteer!

Pilots: Contact pilot coordinator John Horn at 3454@msn.com or (503) 838-4554 if you can help-out!

If you are interested in helping to the ground, please contact Cindy Woodworth cindywoodworth1@gmail.com.

Register online:

<https://youngeaglesday.org/?1735>

<https://www.eaa292.org/young-eagle-rallies>

Also remember that all volunteers must take the online Child Protection course before the event. We don't want anyone to fly who isn't comfortable with their current health status, but please consider if this is something you'd be willing to do.



AirVenture/Oshkosh 2021



Airventure is only 63 day away, and everyone is expecting it to be a fantastic event! There are expected to be some logistical and schedule changes to accommodate the CDC & health guidelines, but these shouldn't diminish the excitement of the event. The Chapter is still waiting to hear back on whether we've been selected to host a pancake breakfast "fundraiser" our at Camp Scholler, but we'll let everyone know when we find out.

To facilitate travel & ride sharing, next week we'll post a sign-up list in the Clubhouse. Please list your name, expected travel dates, transportation, and if you have available space. It'll be great to have a large group from the Chapter attend!

Fly-In 2021

The Chapter still intends to host the annual 2021 Fly-In and STOL event on August 14-15. There are still a lot of moving parts around this event. No one knows what the CDC guidelines will be then, so we'll need to plan with what we know now. There was an initial planning meeting 3 weeks ago, right in the middle of Oregon's policy changes, so it makes sense for everyone who's interested to get together again for another planning meeting. The date is Wednesday June 2nd, 7 pm at the EAA hangar. If you'd like to help but can't make the meeting, e-mail us at eea292@gmail.com and tell us what you'd like to do!



Until Next Month Stay Safe!

Mike Kelley

President, EAA Chapter 292

Meeting Minutes

Board Meeting 5/8/21

- On the call was Mike Kelley, Bob Schwarzler, Deb Origer, Dennis Fuhrman, Chuck West, Jerry Price, Kristin Taylor, Dave Ullman, Steve Sands, John Coyier, Mike Short, Tim Issac, Rich Harrison, Vince Homer
- Mike opened the meeting at 8:30
- Mike discussed the topics for the General meeting and future meetings
- Mike went over the membership and the new Lifetime Member – Mark Bowman

- Mike went over the budget. John could not join today.
- Chuck went over where he is at with updating the Simulator, he is going to hold off on upgrades until we have the hangar plans set. He said the cost of the upgrade he had planned has doubled in price.
- Dave – 701 updates. Engine has been torn down and damage was found due to overheating, it is being repaired. Possible buyer.
- RV12 update – moving a long about 6 kids per weekend working on it. Next kit is backordered.
- Piper Cub Peddle Plane is almost done and will be for sale when complete (order now and get your paint scheme on it!).
- Mike Short covered the VMC club, about 35 people average per meeting.
- Fly-In – Steve Wheat has decided not to be the leader for the fly-in. Still looking at a simple 1 day event with no sit-down meals or seminars, etc. A discussion of different ideas on how we can hold the STOL event. Mike will be back in town and will set up a meeting around the Fly-In.
- Mike discussed his and Jerry's Sun-n-Fun observations.
- Vans has let us know that they want to "Reclaim" the Van's Homecoming event next year. Mike is not sure that this will happen.
- Mike talked about the Hangar Expansion project. Steel prices have nearly doubled, and it has been suggested that we hold off until prices come back down.
- Mike discussed the Flight Sims he saw at SnF and is working with Chuck on possibilities for the Chapter Sim program.
- Mike talked about the Teen Program he saw at SnF and came away with some ideas for the Chapter programs.
- Mike plans to update the Bylaws and have it ready for a vote of the members in the Fall.
- Vince brought up that a builder has completed one airplane and wants to start a second. What is our policy on this? Mike suggests that we take this to the Hangar Committee on how we handle this.
- Mike ended the meeting at 9:50.

General meeting 5/8/21

- Mike opened the meeting at 10AM
- Mike went over the Conference call Etiquette
- Mike introduced new members. Terrence Holley and his dad are planning to build a Zenith 750 SD.
- Jocelyn – new to the Youth Build Program. Attending Central High.
- Mike went over the Membership numbers – 217 total.
- Mike went over the chapter finances
- Bill went over the 701 engine issue that is being repaired. Still plan to have it available to fly during the Young Eagles.
- Dave went over the Youth Build. RV is making progress with 5 or 6 kids participating each Saturday.
- Young Eagles is moving forward on June 12. Contact Cindy if you want to volunteer or participate.
- Mike discussed the plans to award the next Ray Scholarship in the next few weeks.
- Vince – facilities – Reminder that we are still under the State Mask Mandate. We still require masks in the facility except when eating and drinking. Please clean up after yourself.
- Mike played a video by Charlie Becker from EAA National about this year's AirVenture in Oshkosh.
- I requested input for the Taledragger.
- Mike turned the meeting over to Jerry who introduced his son. Chris completed the KR-2 Jerry had started.
- Chris did a great presentation on the KR design and his KR-2.
- Mike ended the meeting at 11:20.
- We had 42 attendees on the call.

Young Eagles Rally

Hello everyone,

The EAA 292 chapter will have a Young Eagles Rally on June 12, 2021 (free flights for ages 8-17). I'm recruiting for **Ground Crew Volunteers**. Below is a list of positions available (see the attachment for details on the positions).

Please contact me at the email address below if you're interested in helping and which task.

- Positions with no previous experience necessary:
 - o Print Certificates
 - o Print Pictures
 - o Greeter
 - o Registration
 - o Photographer
 - o Pilot-Thank you notes
- Positions with aviation experience necessary:
 - o Simulators
 - o Simulators
 - o Simulators
 - o Wind tunnel
 - o Instrument
 - o Logbooks—debrief
 - o Logbooks-debriefer
 - o Arrival Leader
 - o Departure Leader helper
- Loaders

There will be a meeting on Wednesday June 2nd @ 6PM at the Chapter Clubhouse for the Ground Crew. Pilots are encouraged to attend also.

Thank you!!

Cindy Woodworth

cindywoodworth1@gmail.com

[425-457-0345](tel:425-457-0345)

Status of the EAA 292 building extension

This project is on hold due to a doubling of the price of building materials. It is expected that prices will equalize at near their 2019 values over the next year. Before putting planning on hold, the committee had zeroed in on a design that we would like to share with you for comment. The model in the meeting room will be updated to match the floor plan presented below.

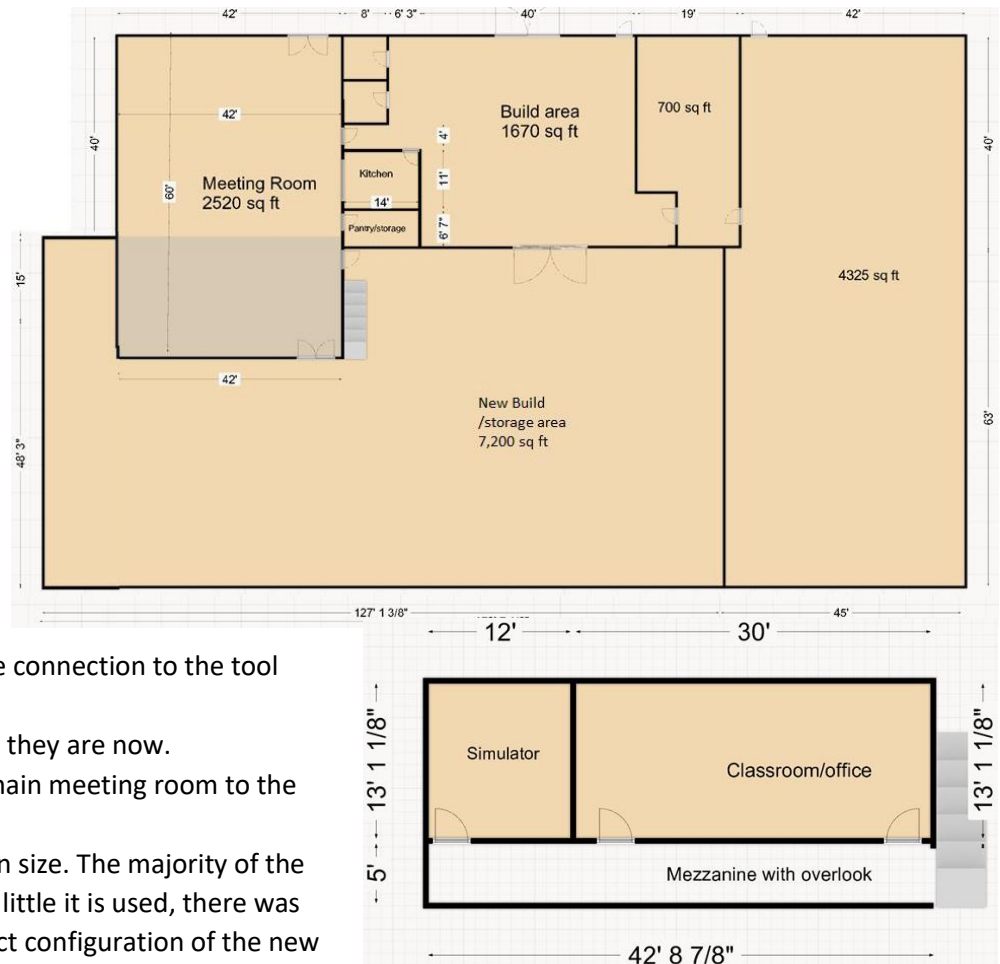
Design goals:

1. Increase the main meeting room ft by at least 50%. from it current 1600 sq
2. Gain as much build and storage space as reasonably possible.

3. Add a descent simulator room.
4. Add a separate classroom/small meeting room.
5. Improve the main meeting room acoustics.
6. Improve the HVAC.

Many configurations were discussed. The current front-runner is described below. All dimensions are approximate.

- A steel building 127x 63 will be added in the current gravel area.
 - The main meeting room will be moved to the north hangar and extended 20 feet into the new building. This allows us to use the current north hangar door opening and make no significant changes to the current building structure. The new main meeting room will be 2520 sq ft.
 - Sound control will be added to the new main meeting room.
 - New HVAC will added, one that is quiet.
 - The current meeting room will be a build area with close connection to the tool room.
 - The bathrooms will be left as they are now.
 - A hall will connect the new main meeting room to the bathrooms and build area.
 - The kitchen will be reduced in size. The majority of the committee felt that for what little it is used, there was much wasted space. The exact configuration of the new kitchen is still under discussion. As shown, there is a pass through to the main meeting room with a door near the back.
 - A storage room has been added where the simulator is now located. This is for tables, chairs and other main meeting room supplies.
 - There are two doors to the new build area. One leads to a staircase to the mezzanine.
 - The mezzanine is over the main meeting extension into the new hangar (the shaded area).
 - The mezzanine has a simulator room and a small meeting room/club office (for storage of club files and other club business)
 - The mezzanine has a dedicated HVAC.
 - There is a 50' hangar door centered on the west wall (not shown)
 - The resulting building will have approximately eight build spaces in the current South hangar, 8 build/storage spaces in the new area and four build spaces in the old meeting room. These can be configured in many different ways.
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- The architectural floor plan illustrates a proposed building layout. The main components include:
- New Build /storage area:** 7,200 sq ft, occupying the right side of the plan.
 - Meeting Room:** 2,520 sq ft, located in the center, with a shaded extension into the new build area.
 - Build area:** 1,670 sq ft, located at the top of the plan.
 - Kitchen and Pantry/storage:** Located between the meeting room and the build area.
 - Mezzanine with overlook:** Located at the bottom, featuring a **Simulator** and a **Classroom/office**.
- Dimensions are indicated throughout the plan, including overall lengths of 127' 1 3/8" and 63', and various room-specific measurements like 42', 30', and 45'.



Send comments to Bruce Patton Bruce.Patton@yahoo.com or David Ullman ullman@davidullman.com.

EAA 292 needs to finish the Lancair. We are contracted to do so and the proceeds from it will pay for a good portion of this addition. To volunteer to work on a high end aircraft, contact Henry Bartle, bartle4p@hotmail.com.

Former Youth Member is Off to Ag Flying School Deb Origer

Rodrigo Morales flew to Miller, Missouri on May 8th to begin his three-to-five-week ag training in a Piper Pawnee with Plane Cents Aviation. The Kingsley brothers own and operate farms and Plane Cents Aviation. The Kingsley's have built a successfully farming business along with their aerial application service. All flight training is given by experienced ag pilots.



Rodrigo's training begins with dual instruction in learning how to locate fields with and without GPS in a Cessna 172. He will receive 15 hours of dual time and log 25 solo hours. When Rodrigo begins his training in the Pawnee, he will be applying water instead of chemicals. The farm consists of 2,000 acres. Classroom time, study materials, and a specific curriculum are part of the training.

The ag school provides housing on site. Each student has a private room in the pilot dorms, internet, and many other amenities. Shopping is five to 25 miles away, so Rodrigo is considering buying a motorcycle! This is a natural for him because in high school he participated in motocross racing!



Quotes

What freedom lies in Fling, what Godlike power it gives to men (and women).... I lose all consciousness in strong unmortal space crowded with beauty, pierced with danger. — Charles Lindbergh

Builder Reports

Some of you that have walked along the Foxtrot taxiway in the North Airpark may have noticed modifications to our roof gable ...changes to mimic an arch-roof hangar. There is still work to be done but we're getting closer to the 1930s appearance we are going for. :-)

In other news we head down to Memphis over the Memorial Day weekend to pick up our 1946 Globe Swift. That should be an adventure story for a later day...!

Jake and Denise Schultz



For Sale!

For Sale: Pietenpol Aircamper \$19,500 with additional Rotec Aerosport parts.

I got word that surprisingly this plane is still for sale. For more information see last month's Taledragger and you can contact Betty Graf

graffarm@bentonrea.com

Talk to Ernie Moreno, he knows this plane and new the original builder



EAA's "Pilot Your Own Adventure Contest"

If you have not seen it, EAA National and Flight Outfitters are running a contest for all those "Story Tellers" among us. Submit your story by June 1st for a chance to win a unique Airventure Experience. Go to EAA.org/FlightOutfitters for more information.

Below is my submission. If anyone else has submitted a story and would like to run it next month, please send it in.

Oshkosh 1977

Rich Harrison

When I was young, flying was what I wanted to do. I had an uncle that would take me up in a Piper PA-12 when I saw him. When talking to my parents about it, they said they would support me learning to fly, but I had to earn the money.

Working restaurant jobs, I was able to pay for my lessons and I soloed at age 16 off of Ford Island, Hawaii in 1974. I finished my Private license in 1975 at CCR (Concord, CA). After graduating from High School in 1976, I purchased a Cessna 120 well equipped with a Narco Mark 4 (Coffee Grinder) with money I had (I did not own a car until several years later). My tailwheel checkout was 1.2 hours, with instructions to "stick to wide runways for the next 10 hours".

The next summer (1977) I planned a trip across the country in the 120. My parents were trying to talk me out of it, but I was determined. When they came home from dinner one night and I had sectional charts spread across the family room working out my trip, they let me know that they had just bought a new house across town and we would be moving in mid-July. I was crushed, I had been planning to leave around the first week of July. After much discussion they let me continue with my plans. I helped my dad move some stuff before I left, but flew out of Concord, CA on July 4th. I flew down to LA, then through the Grand Canyon, and worked my way across the country camping under the wing. I reached Boston where my brother was living July 13th. I rode a bus into town and on finding my brother, his first words were "you need to call mother".



When I left, we were under the understanding that they would be able to transfer our phone number over to the new house. That turned out not to be the case, they got a new number. I tried to call home only to find the number

disconnected. So, when in Kansas several days earlier I called my aunt's house and talked to my cousin. I asked him to relay a message to my parents. That never happened.

I stayed with my brother for almost 2 weeks. We flew out to Martha's Vineyard and Nantucket islands camping out for a few days. First time I ever paid \$1 per gallon for avgas. First time I saw "Star Wars" in a little theater there.

On July 26 I left Boston and headed West. On July 27th I flew into Hales Corner and walked to the original EAA museum. That afternoon I flew into Oshkosh. I arrived several days early; the field was still mostly empty. I camped in the Show Plane camping area, I was I think the 4th plane to be parked there. I was at OSH until August 7th, the day after the show ended that year.

Along with being overwhelmed by everything as the Oshkosh show started, the weather was a constant battle. About a week after getting there in the middle of the show, we had a good rainstorm that flooded my tent out. After spending several hours trying to dry things out, I went and had dinner and to the evening program.

I was looking forward to a miserable night with everything wet, probably having to sleep in the plane. While sitting there at the program, a young boy came up to me and asked if I was Rick. He was my cousin who I had not seen in several years! My uncle (not the same one that use to take me flying) was a Missionary Pilot flying C-180's who was living with his family in Rhodesia, Africa. Once every couple of years they would come back to the states to go on a lecture tour to raise money for the mission, they were driving around pulling a trailer on that tour. He had decided to take time from that too got to Oshkosh. I had no idea they were in the country and they had no idea I was here! The next couple of nights I slept in the back of their Lincoln Town car that they were pulling their trailer with.



My uncle Bill, cousins Julie and David and I at OSH the day after the show ended as I started packing up. Notice the empty field, Among the first to arrive, and last to leave.



Taking another cousin for a ride in Chadron, NE during my "captivity" there.

On August 7th I left Oshkosh and started to head home. After wandering South, I flew to Nebraska and I say got kidnaped by all my relatives there. Every day something was going on. I kept delaying my departure with my dad saying I needed to come home. There were fences to build and a yard to put in at the new home!

I finally landed at Concord, CA on August 25th. By then, the fences and most of the yard was done... 😊

There were so many sub-stories on this trip. I now have some 2700 hours in my logbook and own a C-182 (16 years), a Grumman AA-1B (40 years this year) and am restoring a '69 American Yankee. But of all

my flying experiences I consider this the best adventure I have ever taken.

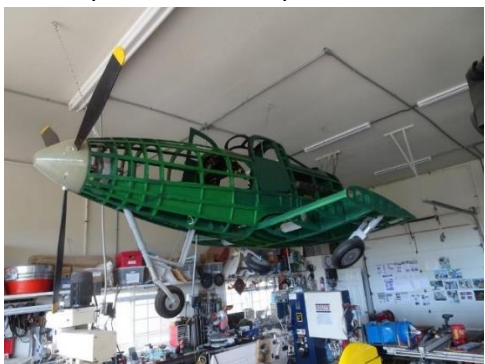
I attended OSH 4 times in the 80's, always camping next to a plane. The last time was in 1988 with the former owner of my 182. I landed the 182 there in 2018, but not during the show. It's time I get back.

My old Cessna 120 N76349 fly's on today in England as G-BJML.

Clubhouse 3D Mural, the P-39

Vince Homer

P-39 Airacobra (70% scale) – This mock-up was built as a frame only version with a representative cockpit interior as a study for a homebuilt aircraft. A giant scale RC model airplane plan set was enlarged from 20% to 70% to make patterns for the bulkheads, ribs, etc. The fuselage was assembled with a rotisserie and completed to the frame only stage. Mock-up internal parts such as the engine, drive line, instrument panel, seat and controls were installed. This aircraft has automobile style doors that were also made. The parts for the center section were made and assembled two years ago. To complete the mock-up for the Mural the right side of the frame was covered with RAM board a cardboard product used in construction. The paint scheme is from North Africa early in WWII. Water based house paint over Kilz primer was used and lightweight wallboard spackle filler applied as needed.



P-39 airframe with chromate primer.



Center section assembly with PVC LG.



Cockpit interior.



Buick/Rover aluminum V-8.



The covering process consisted of priming both sides of large sections of RAM board and when dry, painting the one side chromate color. Smaller, fitted pieces are cut from the prepared RAM board, a bead of Gorilla glue run around the supporting structure and stapling the RAM board to the structure. Gorilla glue should be used sparingly to avoid big glops of foam that have to be removed. Once the glue is cured, the staples are removed and the holes filled with lightweight spackle compound.

Center section covering.



P-39 on its wheels.



P-39 cockpit interior.