



INDEPENDENCE



OREGON

Taledragger

November 2021

Our next Meeting will be on November 13th at 10AM

Time to start thinking about Renewing your Membership! \$35 per year and due January 1st.

Online Registration or Renewal is available through www.EAA292.org or mail/drop off a check to:

EAA Chapter 292, 4803 Airport Rd. Independence, Oregon, 97351

President's Message

The End is Nigh!

As we move through the middle of October, we begin to see the end of a lot of things; the end of summer, the end of flying season, the end (hopefully) of masking and lockdowns, the end (finally) of the Youth Build 701 project, and the end of the year. With that in mind, it's my goal for next month to put together a "State of the Chapter" report which will outline our Chapter's achievements over the past year!

As we move into 2022, we can already see some more "Endings" on the horizon! The ending of the Youth Build RV12iS, the completion of the Lancair 4P, the ending of the "traditional" August Fly-In, and the ending of the current Chapter officer's terms in office (see next section).



With every ending, there can be a new beginning! It's not too early to think about what a June Fly-In might be! What will the "next" Youth-Build be? What might the next Adult-Build project be? (Is anyone up for a group project?) What new ideas and suggestions might come along with new officers? When can we start on the hangar expansion? All of these are exciting thoughts and should give all our members a good feeling about what to look forward to!

Elections and Positions

December 2022 will mark the end-of-term for the current officers listed here:

- | | |
|-------------------|----------------|
| • President - | Mike Kelley |
| • Vice President- | Jerry Pryce |
| • Secretary - | Rich Harrison |
| • Treasurer - | John Roberts |
| • Trustee - | Al Cleveland |
| • Trustee - | Bob Schwarzler |
| • Trustee - | Dave Ullman |

For those of you who remember, because Covid was just starting to take hold, the current officers all had agreed to extend their terms two additional years. That four-year stretch will end in December 2022. I think I can speak for each and every one of us that it's been a pleasure to serve at the request of our members. However, every organization needs a "changing of the guard" to bring in new ideas and new energy.

In addition to the Officer positions, there are other positions that will potentially need to be filled. These could include Youth Coordinator, Facility Manager, Rental Space Manager, Simulator Coordinator, Ray Scholarship Coordinator, Fly-In Coordinator, STOL Expo Coordinator, Builder Group Project Coordinators, etc.

Please consider helping out by offering to fill one of these positions. Or, feel free to nominate someone else who you think would do a good job!

The Board is working to put together Job Description for each of the Officer position, and the good news is that if we can identify replacements now, we'll have a year for the new candidate to learn and be trained! This will make the job easier for everyone all around. We'd also be totally open to job-sharing, or splitting up positions to make the jobs even more manageable. **Please contact Mike Kelley or Jerry Pryce with your volunteering or nominations.**

Remember – This is the members Chapter, and we need ALL the members to participate to make it work well!

Lancair Build

I want to thank everyone who is participating in the Lancair group build (see a few photos below). I especially want to thank Dan Kirkpatrick who has agreed to coordinate these build nights. Of course, none of this would have been possible without the generosity of Henry Bartle who arranged for the donation of the plane, provided storage for several years, and is providing technical guidance and coaching through this entire project!

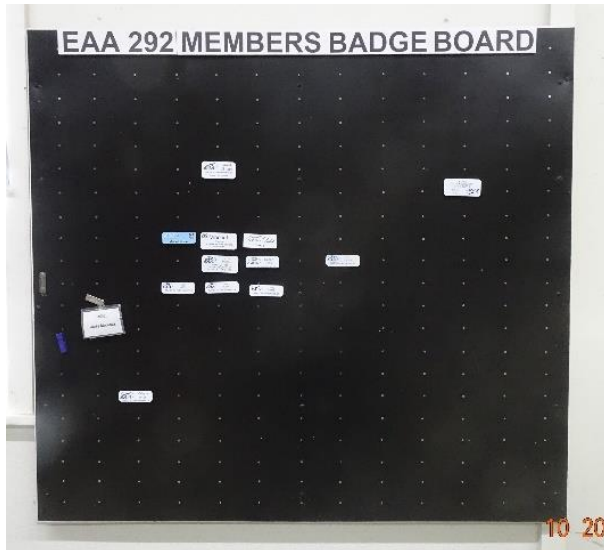
Just as a reminder, EAA 292 is raising money for clubhouse improvements by completing a Lancair 4P. We have a purchase agreement and contract to finish it this winter. We need your help! No experience necessary.

When: every Wednesday night 7:00-10:00 starting on Oct 13.

Where: Henry Bartle's hangar just north of the Starduster restaurant.

Name Board

All good things must come to an end, and so it is with the old plastic safety-pin name board. Now that nametags are all magnetic, Vince Homer and Dave Ullman have updated the old badge board to a spiffy new magnetic version to accommodate the magnetic base badges most of us now have.



The next time you come to the Chapter headquarters bring your badge and look for a silver dot of your liking and plunk your badge, with the magnetic backing affixed, onto the spot. We're not even going to try for alphabetical order.

The whole board is a magnetic sheet powered by some 800 little, dime sized neodymium magnets. These magnets are astoundingly powerful.

If you don't yet have a new plastic magnetic nametag, go to the EAA292 website under **More / Membership** (click here <https://www.eaa292.org/membership-renewal>), print out the form and follow the directions!

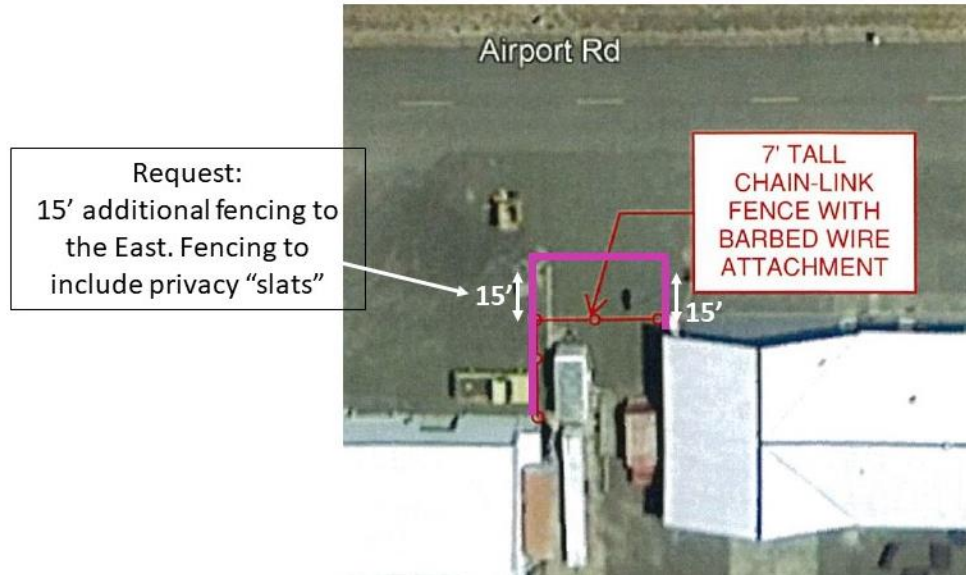
Thanks to Vince and Dave for getting this done!

Fencing Update

I won't spend much time discussion the ODA fencing project because it's being handled by Ken Hardwick and the ISAS Board. I do want to thank Chapter member Ron Singh who has volunteered to be the "go between" and has already had a very favorable impact of the outcome. Thanks Ron!

As to the direct impact on the Chapter, you've probably noticed the fence construction between the North end of our clubhouse and Robin Reid's building. Robin had suggested being proactive with the fencing between the building so that we could get it configured the way we needed it. The Board concurred and has agreed to assist financially with this project.

The FAA and ODA had proposed constructing a 7' barbed-wire fence directly between the buildings (as shown in **RED**). Our modification (in the **Magenta**) was to 1) extend the fence out 15' so that that all the existing trailers would be contained and the Conex would not have to be moved. 2) Eliminate the barbed-wire, and 3) include "privacy slats" in the fencing to block the view of the trailers and misc. storage.



We think this is a better solution that will also be more “aesthetically Pleasing to the eye” without the barbed-wire and blocking the view of the stored vehicles. Please note that this is the current plan, and that some items could be changed in the future.

By-Law Changes

Every 2 years (or so) the Board makes an attempt to update the Chapter’s By-Laws to keep them current and relative to changing conditions. Any changes in these By-Laws must be voted on and ratified by the entire membership. Due to Covid-19, some of our definitions need to be updated including what is a “meeting” and what is a “quorum.” Some of the other changes we’ll incorporate are:

- i. *Include virtual meeting definition*
- ii. *Voting rules & discrepancies*
- iii. *“Meeting” definition*
- iv. *Lifetime membership*
- v. *Clarify spending/budget control “non-budget”*

Similar to what we did last time, we’ll put out an e-mail with the existing wording, the proposed changes, and ask that every member “vote” electronically. We’ll also have some open discussion at the November meeting. We hope that everyone will support these small changes that are being made.

Until Next Month, Blue Skies!

Mike Kelley
President

Meeting Minutes

Board Meeting 10/8/21

- In attendance Mike Kelley, Kristin Taylor, Jerry Pryce, Al Cleveland, Deb Origer, John Roberts, Dave Ulman, Rich Harrison, Chuck West
- Mike started the meeting at 12:30. Asked for any additional items for tomorrow's general meeting.
 - a. Deb wants to have Zac awarded a pin for his solo. Jerry will do the honors.
 - b. Mike brought up that at the last meeting a couple of dozen donuts and only about \$3 was in the donations. Jerry will ask the members to pitch in on the donuts.
 - c. Al said that a problem is happening in the hangar with mess being made in the tool room, tools missing or broken, and supplies are disappearing. Jerry will talk about that in the meeting.
- Next month's meeting was discussed. Planning on having the Tech Counselors or a meeting about the Hummel H5 that Jerry is completing.
- The Holliday Party was discussed. Concerns about the Clubhouse is not big enough to support this, looking at different venues.
- Mike discussed meeting plans for 2022. Mike, Jerry, Denny and others will meet to discuss ideas.
- John and Mike went over the membership numbers.
- John covered the budget numbers. Mike wants to start working on the '22 budget.
- Chuck covered the Sim upgrade, waiting on the vendor to come up with the appropriate SW for the current Sim, or look at a new Sim down the road.
- Youth – Dave is still working to make contacts with the local schools.
 - a. Dave and Al discussed the RV-12 Youth Build. Only a couple of kids and mentors have been working on it. Al wants to open it up to allow anyone to come in to help. The Engine Kit is expected to be delivered in a couple of weeks.
 - b. Youth Weekend has been pushed to the Feb/March timeframe.
 - c. Deb – Ray Scholarship. Zach and Kristin that have both completed their Glider PP ratings will split a \$10,000 Scholarship for both of them to complete their power PP license.
 - d. Motion by Rich Harrison -The Chapter will support the two Ray Scholler Students to complete their PPL ticket and if additional funding is needed for them to be able to complete, we will reevaluate the need and support the students with up to \$2,000 of funding (per student) if needed. Motion passed.
- Facilities – Vince could not join, but the Name Tag Board seems to be stalled. Dave will help get that going.
- Ernie reported the NorthWind Apache Trike has been sold.
- Mike discussed the 2020 – 2021 Chapter Award Criteria. We should get a Gold Rating again.
- Mike discussed the Lancair Build. After discussion with the estate, we will provide a monthly update to the family of progress of the project. We are working to put together a weekly work party to move the project along. Next work party will on 10/15.
- Fly-In – Still discussing a late June date. Need to find a leader.
- Board meetings for the winter will be virtual on Fridays.
- Deb mentioned that we have a position for the Youth Air Academy at Air Venture in 2022. We are in search for the correct person.
- Succession Planning for Chapter Board Positions We need to start planning for who would be taking positions for December 2022.

- Al brought up the fence that is under construction between Robin's hangar and the EAA building to hide the trailers and container. The Chapter is sharing in the construction of this fence.
- Ernie brought up an issue about a trailer that needs to go away, also the chapter got a trailer with the NorthWind that did not sell with it. Also, garbage has been being dumped around the Red Truck.
 - a. Motion was made and passed that the Red Truck be removed from the Chapter premises. Dave will talk with Henry.
- Mike ended the meeting at 2:50.

General Meeting - 10/9/2021

- Jerry Pryce opened the meeting at 10:05
- Jerry introduced new members Scott Harris, new pilot, looking at possibly building a Bearhawk
 - Dave Lester looking to finish his license.
- Jerry asked for help on completing the Lancair 4. The build group meets on Wednesday evenings. Please join if you can help.
- Jerry went over the Treasury and Membership reports.
- Dave covered the Youth Activities; he has been working with the schools to recruits interest in the Youth
 - The RV-12 project is being worked on every Saturday about 4 – 6 kids have been turning out.
 - Deb talked about the Ray Scholarship, she talked about the splitting of the \$10K between Kristin and Zac. This is moving forward.
 - Deb introduced Zac. Jerry awarded Zac with a pin to for the completion of his Glider pilot's license! Congratulations to Zac
- Facilities report - Vince
 - Vince asked if you use a tool and have a problem let him know. He is looking for people to help manage the tools and rental work space. Please contact him if you can help.
 - Jerry also mentioned that please clean up any mess that you make, and help with overall cleanliness of the clubhouse.
- Jerry talked about the VMC/IMC club that Mike Short has been conducting.
 - We are looking for a CFI/CFII that can help run the meetings, as Mike is going to have less time to do this as his Flight Instructor duties will be expanding.
- Jerry asked for builder reports
 - RV-9 in progress.
 - FMX-7 starting to moving along.
 - Lots of Stearman parts available.
- Break
- After the Break Jerry introduced Jake Thiessen.



Jerry Congratulates Zac on completing his Glider License



- Jerry talked about the Thatcher CX-5 and discussed the design and history of the design.
- Jake talked about building the CX5, which he mostly scratch-built, very few kit parts were used.
- There were about 40 people in attendance.
- Jerry ended the meeting at 11:40.
- People gathered after the meeting on the ramp to look at Jake's CX-5.



EAA Chapter 292 Board Members

- | | |
|-------------------|---------------|
| • President – | Mike Kelley |
| • Vice President- | Jerry Pryce |
| • Secretary - | Rich Harrison |
| • Treasurer - | John Roberts |

Members of the board can be contacted through the Chapter email at ea292@gmail.com

Youth

EAA Chapter 292 Ray Scholarship(s) - 2021-2022

Deb Origer

Congratulations, Zach Lopez! You passed your Glider Check Ride!

It has been delightful for me, and I am sure other EAA Chapter 292 members to watch you mature this past year. It is exactly one year ago you started your glider training. I think these pictures tell the first chapter of your aviation story. A new chapter is about to be written as you begin your flight training for a private certificate using your Second Ray Scholarship. You certainly have accepted a challenge! Keep in mind you have many chapter members cheering you on and an excellent CFI ready to guide your new learning.



Zac when starting his Training





Way to go Zac!

VANS RV-12iS Youth Build Back to Work!



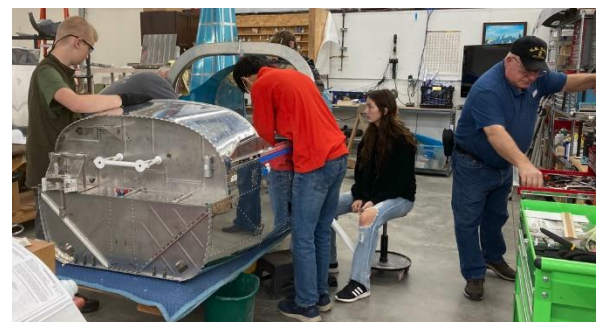
Vince demonstrates the use of a Torque Wrench with the Team



Bruce leads the team on the gear install



On Saturday 10/16 I stopped by the Chapter hangar and took these pictures of the Youth Group build as they worked to install the gear legs on the RV-12 fuselage. Work is progressing while they also await the arrival of the Engine Kit. All the participants showed enthusiasm for advancing the project.



Builder Reports

Lancair Build Party



Fourteen people showed up to work on the Lancair on Wed Oct 13. We made great progress!

We will meet on all future Wednesdays at 7:00 to get this plane finished so we can expand our clubhouse.

For details on how you can help contact:

Dan Kirkpatrick danekirkpatrick@gmail.com

541-231-2445



Update on the T-28A Trojan Restoration - John Gogol

This month we lost Daphne, she was my buddy, I miss her dearly. Thanks to all of you who loved and accepted her, and went out of your way to give her treats!

Ed – I also have an aging 4-legged flying buddy. I am dreading the day. Sorry for your loss.





Thanks to everyone, especially my hanger neighbor Steve Wheat, Danny Blackman and I couldn't have moved the center section out and rotated up for the fixture without your help. Center section is complete and stored until it's mated to the fuselage, next summer.



Fuselage rolled in - good fixtures are worth your time and money. Work to complete: firewall restored to A model status, all simplified electrical and cockpits. This fuselage was a USAF A model surplused and sold to the French, modified at the SUD factory to a B-17 R1820 powerplant. Airplane performed COIN action in Algeria in 1961, sold to Argentina Navy and surplused to the US in 1984.

Outer Wing Panels being completed at home. I installed my first rubber fuel bladder. Tip - do not use talc, it attracts water and corrodes! Spray down with ACF50 from Spruce and slip it in.



Converting from a float fuel sender system to capacitance. Accuracy and bladder damage are a concern, will be written up in the manual and monitored.



It will look something like this someday!

Let's Fly!

Gary Evans

One Sunday while I was stationed at King Salmon, Alaska, flying the bush, I put the Caravan away after finishing the day's schedule. It was a rare blue-sky day with very little wind, so I decided to do some exploring. I got my little 700 pound 75 hp Piper Vagabond out of the hangar and flew out to Tony Sarp's Katmai Lodge on the Alagnak river for lunch. After a delicious buffet lunch, I flew the sixty miles up to the headwaters of the river spotting several moose and two large brown bears along the way. From there I went over to Brooks Lodge, the famous bear watching site, where we dropped tourists off by floatplane. I turned and flew up the valley of Ten Thousand Smokes to the Mt. Katmai caldera.

After circling the lake inside it, I turned South and flew over the craters of three other mountain volcanoes. I spiraled down inside the crater of Mt. Martin, and out the side that had fallen away. It was a very tight turn and the water in the bottom was boiling, with the smell of sulfur so strong I thought the engine might quit. The

red, green and yellow minerals showing in the rocks of the mountains, along with the beautiful blue of the Pacific in the sunlight, was a sight to behold. It was a panorama few will ever get to see and a day I will always remember. That tiny plane was my magic carpet that took me over some of the most wild and rugged country there is. It got a well-deserved pat on the nose when I put it away.



N number, 4582H. It was the same one from the story above, all shiny and looking like new, and I was very happy to see it. Gary



Years later, after my wife and I retired, we moved to a small farm in Gaston, Oregon, where we had an airstrip and hanger. We had another Piper Vagabond, and one day we flew down here to have lunch at the Starduster Cafe. After lunch we went out to the plane and saw a man looking it over very carefully. As it turns out it was David Metcalf, who lived in the airpark. He mentioned that he had restored a Vagabond, so we went over to his hangar for a look. I was amazed when I saw the

Chapter Simulator Success Story

Chris Burke – SkyWest Airlines

My road to the big leagues started when I got my private pilot license at Lane Community College in Eugene in the winter of 2015-2016. The following spring and summer, I steadily built up the requisite cross-country and PIC time for the instrument rating, then in the late summer I found out about the AATD in Independence at EAA 292 and started to get my first taste of instrument training there with Kelly Wilson teaching me. This experience absolutely cannot be beat anywhere for the price; I ended up recommending it to countless students of mine later on down the road when I was a CFI/CFII. Even though none of them were from Oregon, for them it could still have been worth the travel expense to go to Independence given the prices most schools elsewhere in the country charge for their similarly equipped ATDs.



Chris Burke in his new office

Getting to start my instrument training “the hard way” in the AATD in Independence—no simulated GPS, no geo-referenced approach plates, only a six-pack and two CDIs and DME—made the actual instrument training I did in the fall of 2016, at an accelerated 10-day course in Kansas, a breeze. I returned to the sim with Kelly a few times that winter to keep up my currency and proficiency when getting actual airplane time was impractical. Astute readers of 14 CFR 61.129(i) will note that up to 50 hours of time like this (in an approved flight training device, with an authorized instructor) can also be counted toward the experience requirements of the commercial rating, which can end up mitigating that expense considerably when compared to the cost of renting an actual airplane. I went this route and logged over 25 of my required 250 commercial hours with Kelly in the sim.

In February 2020 I started training with SkyWest Airlines to fly the Canadair Regional Jet, but it ended up being suspended due to the covid pandemic and only resumed in May 2021. Ground and especially sim training was fairly intense, but I never had any trouble or any failures at any point and I passed IOE by the middle of July. The actual flying on the line has been a blast so far. I’m content with most of the decisions I made regarding flight training to get to this point, and that definitely includes using the EAA 292 sim as an outstanding bang-for-my-buck way to acquire useful instrument training and experience back when I was getting started. IFR is second nature to me now, since it’s what we do 99.9% of the time in the Part 121 world, but everyone has to learn somewhere and I can’t think of a better place to do that than Independence, or better people to do it with than Chuck and Kelly!



40 Years Flying the Bumble Bee

Rich Harrison



In 1981 I had not been getting a lot of flying time since I had sold my Cessna 120 and completed my Instrument rating. Renting a C-150 on occasion was not cutting it. I heard about an IRS Auction that was going to take place after the closure of the local Grumman dealership. One airplane was to be auctioned off, a Grumman AA-1B Trainer as well as all the shop and flight school equipment. I only taken a couple of rides in Grumman AA-1's at that time (from a High School teacher who had one) but did not have any logged time in them.

I got a chance to look at the logs prior to the auction and talk to some folks about it. The bids started for the flight schools' interest in the plane at something like \$100. I recall I had the high bid at something like \$400. The IRS team there stopped the bidding and talked for a bit. The IRS team came back and said the minimum bid they could accept was \$741.59. I replied I would bid that. No one countered so I won the day.



That's me with the big Grin after I was told I won the auction.

OK, I owned an airplane again. I paid the lean holder the balance due, they disregarded all the interest and penalties. I had paid a total of \$4,104 for the airplane. A couple weeks later, CFI friend that had a little bit of Grumman time gave me about an hour of dual, and I was off.

The following summer I flew the plane to Oshkosh with the stock 108HP Lyc 0-235 engine with an Escort 110 radio and a bag full of charts. While there I saw several Grumman AA-1's that had been converted with 0-320's. I did not think I had the money to do that, but now I would need to do something with the high time engine soon. On the flight home a couple of take-offs at places like Casper and Rock Springs started to change my mind.

I started a search for a used 0-320. In 1983 I found an AA-1A that was for sale in Southern California with the 0-320 conversion and had about 700 SMOH on the engine. I flew down to look at it. I flew it and decided that is what I need. My uncle who was an A&P / AI came out and looked at it. He thought it was a good buy. The price was \$7500. For the only time in my life, I asked my parents to loan me money. My dad loaned me \$4000 to help buy this plane. So now I owned two Grummans.

I got it home and after spending time in both planes I decided that the Bumble Bee (AA-1B) was the better airframe between the two. Time for an engine swap! Working with a local AI in a couple of weekends we removed the engines and transferred them between the planes. The AA-1A was put back into stock configuration and the 0-320 went into the AA-1B. I sold the AA-1A with the high time 0-235

engine (and less some radios I kept) for \$5,000, paying back my loan from my parents. I had upgraded the Bumblebee for a total cost of about \$3500.

In the mid/ late '80s I made several trips across the country from the Bay Area to Dayton, OH, Washington DC, Kitty Hawk, and Oshkosh and other points East.

In the 90's, getting married flying slowed down a lot for a time. Wife came with two kids that took a lot of my time as well as a new house. We got a dog, Riley that turned out to be a great co-pilot. She would go on to get some 600 hours of right seat time, including several flights back East.

In 2009 I lost Riley at age 16. My wife got me a new puppy, she named Grumman. I also overhauled the engine on the Bumblebee, having put over 1400 hours on it since I installed it.



Riley, my first 4-legged Co-Pilot

In 2018 we moved to Independence. That year a friend passed away that had a major Grumman shop up North of Seattle. In December Mark Mathews and I helped clean the shop out and ship everything we could salvage back to another friend with a Grumman operation back near Cincinnati, OH. With the encouragement of my wife, the following year we wound up driving to Cincinnati and trailered home an American Yankee (AA-1) project that came from my friend's shop. I am in the process of completing that restoration.

I know in the future I am faced with a huge dilemma, which plane do I keep? The Bumblebee that I have 40 years and some 1800 hours in, or the Yankee that will be faster and greater range (aux tanks) but will not land as slow and make that first turn-off like I am use too.



Deb Origer caught a photo taking off from 7S5

On September 30th this year Grumman Puppy and I took the Bumblebee up for a short flight between rain showers to celebrate 40 years of owning it.

On October 18th, 1981 I had taken my first flight in the Bumblebee with close friend and former CFI Bob Read. Bob today lives in Bend. I flew up to Bend on October 18th, 2021 and met with Bob and we had a good day flying around the Bend area. I think I passed muster.

I give thanks to all the people that have helped me maintain this airplane over the past 40 years, especially my wife (who has her A&P ticket).

Rich



Bob Read and I 40 years later