



The next Chapter meeting for is planned for Aug 8<sup>th</sup> via online broadcast.  
Information will be sent out prior the meeting.

### Annual Chapter Dues (\$35)

Send check to EAA Chapter 292, 4803 Airport Rd. Independence, Oregon, 97351

### **President's Message**

Thanks to everyone who is contributing to the Taledragger! We aren't looking to set records based on the number of pages, but it seems that for every month that goes by, we're adding a page (or 2, or 3...) to the newsletter. Keep those contributions coming! (Ed – 16 pages for the final count!)

#### **Clubhouse Policy During This Covid-19 Emergency**

We've tried to not enforce any specific rules at the Chapter hangar, but the Board is hearing feedback that we need to have our Clubhouse policy clearly stated, so here goes:

- 1) **The Clubhouse is a private facility, but we'll treat it as a "Public Place."**
- 2) **Per the Governor, masks (or face coverings) must be worn by all while in "common" areas.**
- 3) **There are to be no gatherings of more than 10 people at one time, in one area.**
- 4) **If you choose to disregard the policy, you will be asked to leave.**

What does this mean for members? The Board has spent some time discussing this. **Consider the Clubhouse like a restaurant.** Use the same type of rules. Here are specifics:

- 5) **You must wear a mask while entering and exiting the building.**
- 6) **Maintain 6' social-distancing while in common areas such as the kitchen, restrooms or tool room.**
- 7) **You must wear a mask while in all common areas.**
- 8) **After you are seated at a table (i.e. coffee klatch) or in your designated work area, you may remove your mask. (consider roping off your work areas)**
- 9) **Do NOT enter into other's work areas unless invited and all parties are wearing masks.**
- 10) **Mask should also be worn in the tool room, unless the mask becomes a safety hazard, and if that happens, the mask may be temporarily removed only while operating the tool.**



We are not going to be able to address everyone's concerns. You must set your own criteria and limitations. If this policy is not strict enough for you, please consider remaining clear of the Clubhouse until the crisis has passed.

We have been fortunate that no members have contracted the Covid-19 virus (to my knowledge), and we want to keep it that way! We're all getting tired of being cooped up with little to do and limited social interaction.

**Housekeeping Item:** This is literally a "housekeeping" item, despite the Clubhouse not being highly used, it seems to be getting cluttered up with member's "droppings." Please clean up after yourself when you're finished!

Because building and flying are two things you can do without a lot of interaction, I'd encourage you to:

- a) Focus on finishing/updating your aircraft (and other home projects.)
- b) Sharpen your flying skills. Can you still perform all the maneuvers from your basic checkride?
- c) Sign up for the FFAST Wings program, take the multiple FREE courses and attend the virtual webinars and sessions.
- d) Watch YouTube videos on everything Aviation. (Start by Googling "Building a kitplane")
- e) Get a webcam and have video sessions with family (or other EAA members)  
(Free video conferencing software from Zoom meeting, Facebook Messenger, Skype, & Webex just to name a few)
- f) Play on-line video games with anyone!
- g) Play cards or board games with those close to you that you trust.
- h) Read a book (or two).

I can almost guarantee you that when this virus crisis is finally over, life will never go completely back to what it was. This has certainly been an "inflection point" for us as individuals, Chapter, community and Country. Let's make the best of it!

### **New North Hangar Project:**

Guess What...Nothing's happening on the North Hangar project. Well...that's not completely true. Several months ago, we sent out an on-line survey asking what members were looking for in the new hangar. Bruce Patton had agreed to lead the project, so he summarized how the members responded. We thought it might be interesting to read how everyone else is feeling. See the summary after Tell Tales and Project Updates.

### **In Case You Forgot...**

Last month I wrote up my woes and suffering for failing my IFR checkride. To read how the "retest" turned out, read my story in "Tell Tales." I'm not dropping any hints early-on, so you'll have to read the whole thing!



## Board Meeting Minutes

### Board meeting 7/10/20

- On the call – Mike Kelley, Ernie Moreno, Chuck West, Bob Schwarzler, Vince Homer, Dave Ullman, John Roberts, Al Cleveland, Rich Harrison
- Mike opened the meeting and asked for items for the general meeting.
  - Vince is looking for a work party next week to add the sound deadening panels in the meeting room.
- Sec report – 24 lifetime, 161 regular, 6 students. John reports one more renewal came in that brings us to 192 paid members.
- Treasure report – John updated the board on the chapter funds.
- Dave Ullman - Youth report
  - 701 is now sitting on the ramp. Dave working with Henry to get a cowling built. The plan is to pull the wings off for storage and work on the cowling at Dave's hangar.
  - No update on the September Young Eagles.
- Vince – Facilities
  - Ceiling tiles to be put up. New white board mounted.
  - Mike reported an issue with the main door lock, Vince will check it out.
  - Mike requested that masks are required in the building, Vince will add a sign at the door.
  - The meeting room was repainted.
- Ernie – working to finish the Kolb. Once that is complete Ernie plans to bring the Paradactyl in to get it ready to fly and sale. Al is looking to move an RV-6 project in to work on also.
- The Flying club is looking to rent space for a small office. Several ideas were discussed.
- Mike talked to John Wilson to about ADA requirements. As far as he knows we don't have any requirements, but a discussion was held about the chapter would like to do some projects to assist some of our members. John said if we want to build a ramp out into the parking area past our lease line, he would not change our lease and would be fine with this.
- Mike ended the meeting at 1:45

### General Membership Meeting 7/11/20

- Mike opened the meeting at 10AM
- Treasurer and Secretary reports were given.
- Facilities - Vince
  - Vince updated the chapter on the sound deadening panels to be installed in the meeting room over the next week. A request for help was put out.
  - A new note board has been added.
  - Members using the tools were reminded to please clean up after yourself (your mother does not work here).
  - A sign has been added by the doors requesting people to wear masks and please maintain social distancing.
- Dave Ullman – Youth
  - A decision will be made on the Sept Young Eagles next month.
  - Dave working getting the Zenith cowling completed working with Henry.
- Jerry introduced Kurt Robertson of Vashon Aircraft. An AvWeb video was played to introduce the Vashon Ranger. Kurt then did a walkthrough of the Ranger features and performance. Kurt answered numerous member questions about the Ranger.
- Mike ended the meeting at 11:40. At peak we had 42 folks logged in.

## Independence Youth Flying Club Update...

The Independence Youth Flying Club, Incorporated, a 501(c) (3), not for profit corporation, is now officially up and running. Mike Kelley is the President and Henry Bartle, the VP. The plan is to have two club aircraft, a Piper Cherokee and a Cessna 172 in the near future. The club is applying for an EAA grant to assist with the purchase and upgrading of the aircraft. The Cherokee is in license and, as soon as some last insurance details are resolved, will be available for use by the members. The club is in negotiations for office space on the airport where the onsite operations will occur. Several scheduling software packages are being evaluated to facilitate aircraft access as well as scheduling a flight instructor if required.



The Cherokee, the result of an extremely generous gift from the estate of Ed Hannevig, is a great primary trainer. In the near future, the Cherokee will have its N number changed to N292EH, in honor of the contributor. Since the club is a non-profit, we have asked the FAA for a reading on the club use of the aircraft even though the engine is beyond TBO, but running great! It is currently being operated in an “on condition” maintenance program. Initial conversations with the FAA show this will be the case and should be doable. The 172 is getting a fresh field overhaul of its O-300 and a top of the line, state of the art, instrument panel from Dynon. The panel and its installation are being managed by Denny Fuhrman. The club approached Dynon and was provided the equipment at a mind-boggling discount because of the club’s intentions to grow the “pool” of general aviation pilots! When ready, the Cherokee will receive the same treatment. The club has three membership options. The first is a newsletter member with annual dues of \$60 (\$5 a month). The second is a flying member with an initial contribution of \$1000 and a monthly, continuing contribution of \$25 a month. The third is an “Angel” contributor who can either provide un-unrestricted gift, or, a \$1000 gift for sponsoring a young, or young at heart, aviator, plus the monthly contribution to cover operating expenses beyond those of the aircraft. Aircraft are provided to flying members at \$75 an hour wet (for the first year of their membership). We are developing relationships with instructors and will report when these are finalized.

The club holds quarterly meetings and other social events. We will also be holding an informational/organizational meeting before fall for existing, new and prospective members. This club is also committed to furthering aviation education within the community and providing financial assistance through scholarships, grants and aid. If you are interested in the club and want more information, please contact: Michael Ryer, Secretary/Treasurer, 503.364.3619, or, [ryern116mm@gmail.com](mailto:ryern116mm@gmail.com).

## “Tell-Tales”

### Checkride Blues: Part Dux – “The ReCheck”

I promised that I’d follow up with Part 2 of my IFR checkride saga...here it is! Where I left off was sulking away with my tail between my legs after a “disapproval” on my initial checkride. My recovery plan was pretty simple...the only task I’d messed-up was the ILS approach with a Procedure turn. That should have been all I had to practice. I scheduled and spent 3+ hours flying every ILS in the area (because I didn’t know which one the DPE would choose). I felt totally ready and confident, especially after being able to successfully fly an unfamiliar approach totally cold with no practice! My CFII said you’re ready and signed off the required additional endorsement in my logbook (saying that I’d screwed up before, but had been successfully rehabilitated by training! 😊)



My recheck was scheduled for Monday, July 13<sup>th</sup>. The morning came sunny and clear...what a great day for an easy checkride! The DPE had showed up a little early and texted me that he was over at the Starduster, so I told him to come on over I was ready. If you haven’t had a checkride in a while, it’s a little different. The DPE

brings his laptop, printer, hotspot, etc., and all the paperwork is now done through the FAA's IACRA web portal. The software wasn't very smart because it made me re-enter all of my data and flight hours again (which it should have transferred from before). You need to show all the proper credentials for you and the aircraft. That's to make sure any of us who have a "perfect twin" don't have the twin take the retest! So after blood-work, lie-detector, retinal scan...not really, just my driver's & pilots license were needed, the test was ready to begin (again).

The first thing the DPE said was ***"You do know that I am given the latitude and authority to test you on anything-and-everything covered in the first checkride...don't you?"*** I'm sure my face went pale and my jaw must have dropped. *"No...I didn't know that. Why don't people tell me these things!!!"* I'd only worked on the ILS, which was pretty straightforward and simple. I hadn't practiced anything else for the past 3 weeks!

But then he laid-out a fairly straight-forward scenario. Depart 7S5, contact ATC, Fly the RNAV 17 approach at Corvallis, go missed-approach, head to Salem, intercept Lotke, procedure turn and fly the ILS 31 with the option at Salem. I thought to myself "that wasn't too bad", and started to feel better about my chances of survival

The DPE gave me a few minutes to get my charts in order and work out my plan. Then the nuances started to appear, and it mostly had to do with the RNAV 17 approach. 1) I would need to contact Seattle Center, and THEN be transferred to Cascade Approach (check – I can do that), 2) instead of flying the complete missed approach the way it's written, I'd only do a part of it...and would break off on the R-021 radial instead of going to the hold. (Side Note – one other time I'd gone missed, and then didn't go to the designated hold. ATC had a stern word for me then!). I mentioned this problem to the DPE, and he simply said that I'd need to negotiate with ATC letting them know what I wanted (he made a comment that "ATC works for the pilots...not the other way around". If there are any ATC controllers reading this...thanks for all you do! I think it's two-way communication that makes the system work!), 3) Of course then I'd be shuffled from Cascade Approach back to Seattle Center on my way to Salem. However, I figured if I could get past this first unpracticed part, the Salem ILS would be a piece of cake (boy...was I wrong).

We departed 7S5, and I made the strategic decision to hold-off contacting ATC until I was in Cascade Approach's domain...good call! It was very bumpy that day and it was busy. The ADS-B was lit up with traffic all around Corvallis. I called and got a transponder code, which I wrote down correctly, but fat-fingered incorrectly into the system. It was only a minute or two when I got the call from Cascade, "ah....Lancair 4MK, confirm squawk 4612." I looked down and saw that I'd written 4612, but had entered 1642. That was an "oh sh\*t" moment, but I corrected and we flew on. We were getting traffic advisories from ATC about traffic above and ahead of us. We could see them on the screen, but we had no visual contact. Things were getting a little sticky, so I made the decision to do a big 360 degree "timing" turn to get some separation...another good call! I got established on the approach with everything looking good (from my perspective), but we could still see multiple targets around the KCVO airport. As I descended through 800' AGL, (DA is 448') the DPE abruptly says ***"I've got the controls..."***



For anyone who's taken a checkride, those words are the ***"kiss of death."*** My understanding was that anytime an examiner feels the need to take the controls, the ride is over. I was about to learn something new! Instead, he said ***"take off your foggles because we need another set of eyes outside right now!"*** I complied and we dodged traffic while performing our missed at ~700' rather than ~500'. But, I was shaken and my heart was pounding because I wasn't sure what had just happened...*did I fail?* No, the DPE had me put the foggles back on, take the



controls, and continue the missed approach. I contacted ATC and reaffirmed that I wasn't going to do the entire procedure, but instead break off on the 21-degree radial and head for Salem.

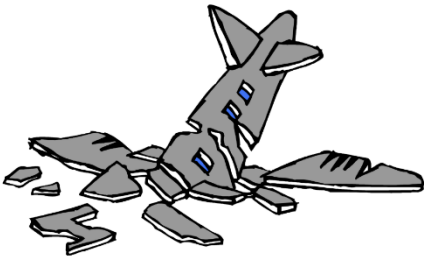
The other thing about a checkride, is that if you fail...the DPE is obligated to tell you immediately (to put you out of your misery?). He'd said nothing positive or negative yet, so I started to relax just a little. All I had left was the Salem ILS 31 which I'd successfully practiced multiple times! *We're nearly at the end...what can go wrong now?*

The DPE turns to me and says ***"You've just suffered a major instrument failure. You've lost GPS and all maps!"*** He then hid my map views and zoomed my 430W so that it was unusable. Well...I still had a single VOR, and DME from my old Apollo radio. I could do this (I think...with a lot of help from above!)



I then made another "small" mistake. Once I was set up on a course of 21-degrees (on the CVO 21 radial), I switched my VOR over to the Salem ILS too early. That wasn't terrible, but my course heading wobbled all over between KCVO and KSLE. Lesson learned...I should have remained tuned on the CVO radial for a while longer. I switched over to Seattle Approach, explained what I wanted and got clearance for the approach. I finally got established on course 310 (runway 31) and executed the procedure/holding turn based on DME...but I sure missed the moving maps!

The rest of the story is anti-climactic. I shot the approach, although it wasn't my best. However on the way in from the FAF, the Salem tower called me and said something like **"Lanfair 4MK, clearance to land CANCELLED (long pause) Now cleared for missed approach"**. When I heard the word "cancelled," I thought I'd done



something else wrong! After the missed approach, we clarified with SLO tower, switched back to VFR and departed the Salem airspace. The DPE turned to me and said, ***"I'm going to issue your rating, but we are going to talk about a lot of areas where you need to improve!"*** I asked if that meant the exam was over, and he said that ***"you still need to land the plane without crashing!"*** I took off my kneeboard, threw it in the back seat and remember thinking all the way down on final, *"don't screw-up, don't screw-up, don't screw-up...just 50' more..."* Even with all that concentration, the

landing was still just mediocre 😞. And, after we taxied back and shut down, he "busted" me for not using the post-landing checklist (I'd done it in my head instead of from the document which I'd heaved in the back seat along with the kneeboard!).

All kidding aside, this IFR rating was one the most difficult things I've ever attempted and achieved. However, I was somewhat "humbled" by the overall process. Yes, the DPE made the checkride more difficult for me, but flying in IMC is challenging at best, and dangerous at worst. Things can-and-do go wrong. My main takeaway from the experience; **There is always more to learn and I'm totally open to that!** -Mike K

## There's a new Piper in town...

Mike Ryer and Steve Heinrich bought a 1960 Piper Tri-Pacer Caribbean just before the Coronavirus shut down began. Mike got to inspect the plane in Houston, Texas, as he and Adele returned from a Caribbean vacation (which was appropriate, given the model name of this Tri-Pacer variant).

However, before Mike and Steve and Anders Walter could get back to Texas to fly the plane home to Independence, the shutdown started. The Tri-Pacer eventually did make its way to 7S5, where it now resides in Mike's hangar. After a few issues were corrected, under the supervision of Jerry Pryce, the plane is now on the line, in flying condition.



After a few issues were corrected, under the supervision of Jerry Pryce, the plane is now on the line, in flying condition.

Anders, Chapter 292's 2019 Ray Scholarship recipient, is going to continue flying Mike's Rans 6S6, while also working with the Tri-Pacer, as he progresses towards his commercial license. Since the Tri-Pacer is fully IFR and ADSB equipped (with round gauges, and no glass anywhere except for the Plexiglas in the windows), Anders will be able to work on his instrument training in the Tri-Pacer as well. Right now, Mike is flying right seat, with Anders, or, someone else flying as Pilot in Command. Hopefully, when the sport pilot aircraft weight, speed, and seat count limits are increased, as some folks have heard they will be, Mike is looking forward to moving over to the other seat and flying solo in the Piper. Mike learned to fly in a Colt and his college flying club also had a Piper Tri-Pacer.

So, if you see a red and white 1960 Piper, with the training wheel at the wrong end, shooting hit and runs at the airport, it is one of the three amigos out having fun with their new toy. Come by the hangar (Hangar 23, North End) and trade flying stories, while maintaining social distance and wearing your trusty mask (of course), when the legacy airplane rolls back into its parking spot and starts tinkling as the engine cools off.

## The Double Decker

OK, here it is from the e-mail I send out a week or so ago below is the report of the incident of the Piper Warrior attaching it self inflight to a C-152 and the two planes landing together. But first, I asked members to provide some ideas for a caption for this picture. Here are some of the responses I got...



Dottie - "Hey Buddy, don't you know about Social Distancing!"

Charles – “Fly United!”

Adrian - Chip and Dale go flying!

“Go ahead and land, no I insist you land,  
thank you but you were first, but I insist you land, go ahead, I’ll follow.”

At this point we started to digress-

Mark - "Get a room!"

Paul - I always knew that Cessna was a female airplane. Thanks for the confirmation.

I will let the members chose their favorite. The following was a local newspaper report archived by AvStop.com

### Two Planes Landing Collided Remained Attached and Landed Safely!

Plant City, Florida December 11, 1999, two aircraft, a Cessna 152 and a Piper Cadet collided while approaching Plant City Airport.

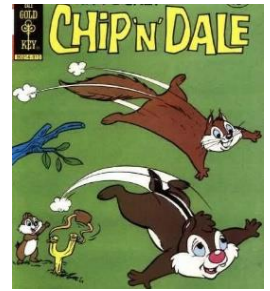
The airport is an uncontrolled airport and traffic advisories are done through the airports Unicom station.

Alan Van Gee, flight instructor of the Cessna 152 was giving flying lessons to his student, Barbara Yeninas at the time. They had been out in the airports training area for just over an hour doing practice maneuvers. The lesson in the Cessna 152 was going smoothly until shortly before landing.

Within a 1/4 of a mile of the airport, their plane was jolted by a Piper Cadet which that literally wedged itself on top of their Cessna 152 as seen in the photo. With no choice both pilots of the Cessna 152 and Piper Cadet had to land their aircraft piggybacked. No one was hurt, but everyone was a bit shaken by the experience.

The instructor reported “In my 40 years as a pilot, I've never been through anything like this, I thought we had had it.” The aircraft was landed on a grassy area just north of the airport's single runway. "Blacktop causes sparks," Both pilots had been in contact with the airports Unicom station. Van Gee said he heard the Piper's pilot, 19 year old Jay Perrin of Melbourne, radio his position. "He called in and said he had a Cessna in sight." Minutes later, Gee said he felt a jolt. "We knew something was on top of us," Van Gee said.

"The nose wheel of the other plane went through the windshield." The back wheels of Perrin's plane wedged in the sides of the Cessna. Perrin was descending for landing, but he didn't notice the Cessna 152 flying below him, officials said. " He must have been seeing another Cessna in front of us," Gee said. **With the other plane in tow, both landed and, "nobody got even a scratch,"** Van Gee, 65, said.





## Builder Reports

**Larry Pilkington** sent in the following report and pictures.

I'm finally working on my Long EZ project. This was started by Ed Z in Houston in 1986, I picked it up in 2007. I've moved it more than I've worked on it, I think I've up to seven garages! Latest fun is cutting off the nose to re-shape it and move the battery forward for CG considerations.



**Keith Hamilton** also sent in his update on his newly flown RV-7.

I have more or less gotten N274LJ ready to fly. Gary did the first two flights and now I am working out some squawks. The project took about 16 months which pretty much occupied 3 summers right up to high, holy days (hunting season). LJ is an RV-7 with a Lycoming Thunderbolt motor, Hartzell Trailblazer composite prop, and a full Garmin panel. Now I just have to comfortable with a tail wheel aircraft.

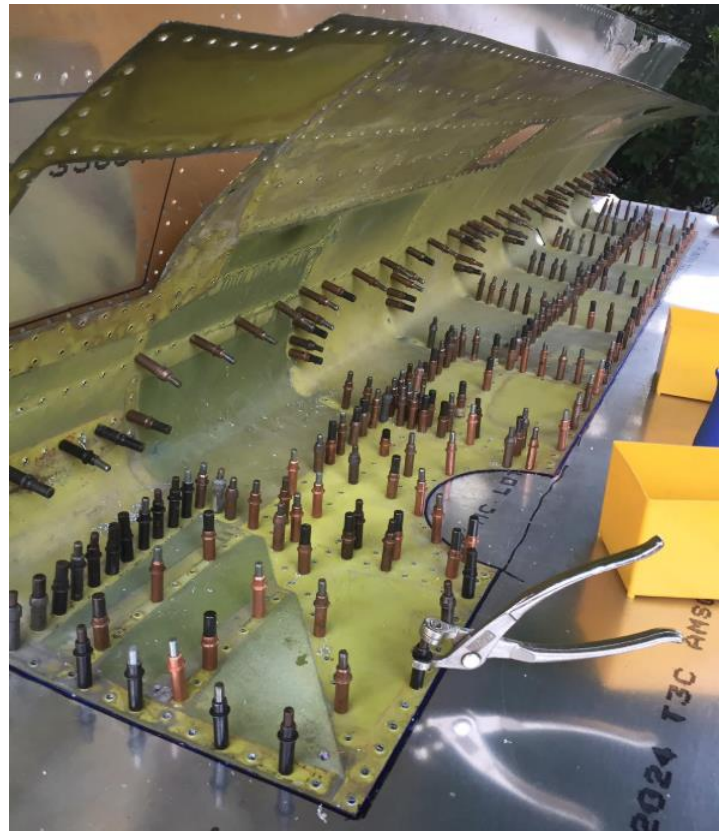


Ed - Congratulations on getting it flying! Hope you get checked out in it soon.



**T-28A Restoration Update – John Gogol**

At Anderson Aeromotive, Grangeville, ID we finished putting the stack together on the powder coated table I fabricated, next are the cylinders, pistons, piping and sheet metal.



Match drilling the leading edge of an outer wing panel. Doing it over a sheet of pink foam is great way to do it, allows for Clecos, doesn't damage the table, grips the sheet metal.



Center panel ready to rivet.

## Safety Report

### ICE....HOW MUCH IS TOO MUCH?

November 15, 1987.....I was scheduled to fly flight 1713 one winter day in a DC-9 from Denver to Boise and return. It was mid-November, and I was able to effect a trip trade to allow me to have an early Thanksgiving with family. The reserve Captain that took my trip was new to the DC-9 (the -10 series with no leading-edge devices). The weather was typical Denver in the winter, snow, wind, low visibility. The Co-pilot was also new to the aircraft, in retrospect a poor combination. The aircraft was in the run-up blocks, the crew awaiting take off, the snow was falling. After about 20 minutes, the captain decided to taxi to the de-ice pad for a squirt, a good decision. After returning to the run-up area, the takeoff was again delayed. After another 20 minutes, tower instructed them to "taxi into position and hold". There was some cockpit discussion about the potential for contamination on the wing, and perhaps a second de-ice of the aircraft, but just then, tower cleared flight 1713 for takeoff. The captain allowed the First Officer to conduct the takeoff, as we believe his thinking was that the return flight back into Denver was going to require his greater level of experience, therefore allowing the Co-Pilot to fly the outbound leg. They began their take off roll, rotated at the "V-R" call out, and immediately went into "Stick Shaker" (stall warning) as the left wing stalled and dropped, the copilot used Aileron (not rudder) to overcome the roll, which raised the spoiler and the aileron on the uppermost (right) wing, which caused that wing to stall as well, and the violent roll resulted in the aircraft coming to a stop inverted, with the tragic loss of 41 lives, including the Captain, First Officer, and one of the Flight Attendants. The NTSB found that the contamination on the wing, exacerbated by additional over rotation caused the stall. In addition, the use of aileron and not rudder resulted in the right wing stalling as well, causing a rapid roll and ground contact. It is hard to delay a flight for de-icing, but the risk of attempting a takeoff with airframe contamination has and will be disastrous! That, combined with the experience level of the pilots flying that aircraft in that weather on that day resulted in a tragic but textbook post mortem. Keep the airframe clean!

Fly Safe!

Captain Gary Brown (Retired)

Continental Airlines

## Hangar Survey Report

### HANGAR SURVEY – RESULTS

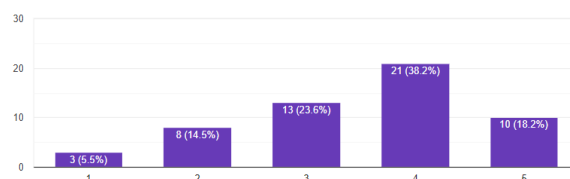
*Ed – My apologies to Bruce, I was to include this in last month's Taledragger but missed it.*

The chapter received 55 replies to the Hangar Survey. The input included many comments which added considerable information.

#### QUESTION 1. Rate our Chapters current Meeting Room.

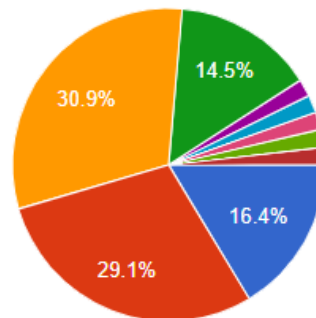
1	Needs Improvement	6%
2		14%
3		24%
4		38%
5	Perfect – as is	18%

Rate our Chapter's current Meeting Room  
55 responses



#### QUESTION 2. For large events where spouses and family members attend, how many people should the room accommodate?

• 60 – 80 (about as is now)	17%
• 100 – 150 (50% of Members)	29%
• 150 – 250 (100% of membership)	31%
• 250 – 400 (All members and some guests)	15%
• Over 400	2%
• Other	6%

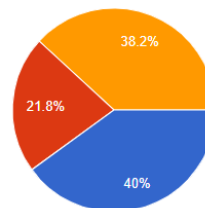


Other – responses such as Fire Marshal limits, adjust meetings to room.

Comment. Based on a recently found online program, our current room with rectangular tables and buffet serving is sufficient to 127 and the enlarged room proposed in question 5 has 145.

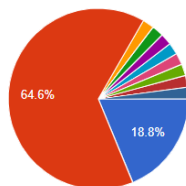
#### QUESTION 3. Do you think the main Meeting room should be enlarged?

- Yes 40%
- Maybe 38%
- No 22%



#### QUESTION 4. Presented an option to leave or relocate the bathrooms while moving the kitchen and simulator room into the North Hangar.

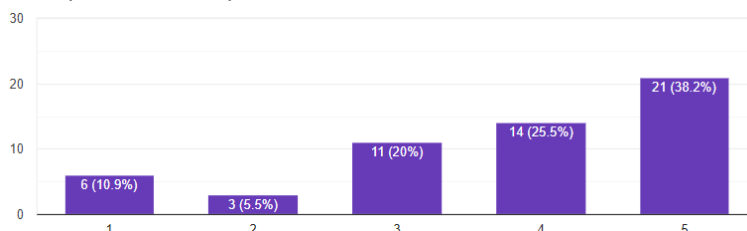
- Relocate all 19%
- Leave bathrooms 65%
- Other (Comments) 16%



Comments were mostly about cost savings with not moving and suggestions for improvements if we do relocate them.

#### QUESTION 5. Acoustical quality of the meeting room, how important to improve?

• 1 (Ok as is)	11%
• 2	6%
• 3	20%
• 4	25%
• 5 (Needs improvement)	38%

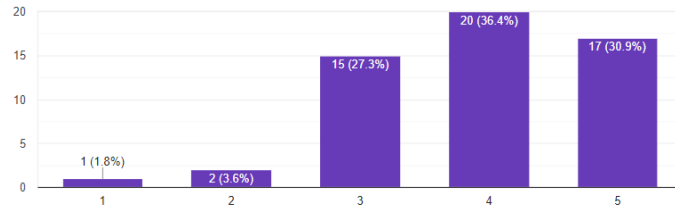




Comment. After seeing early results from this pole, the last Board meeting authorized Vince to spend money to find a good solution

QUESTION 6. The Audio/Visual system was added in the last upgrade. Please rate the A/V system.

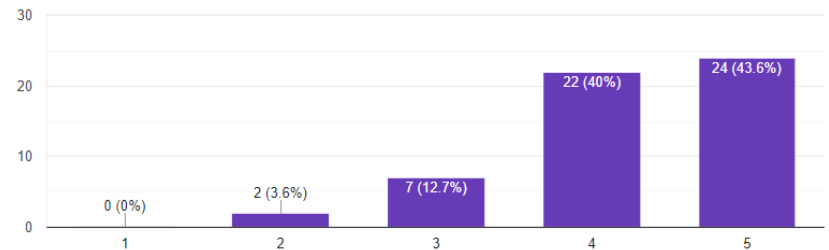
- 1 (Needs Improvement) 2%
- 2 4%
- 3 27%
- 4 36%
- 5 (Good) 31%



Comment: The majority feel the system is good. At least ten comments about the lack of instructions on how to use it. Two members have been assigned to develop a set of useable instructions. (Polls do some good!)

QUESTION 7. Please rate the new tool room.

- 1 (Needs improvement) 0%
- 2 3%
- 3 13%
- 4 40%
- 5 (Good) 44%

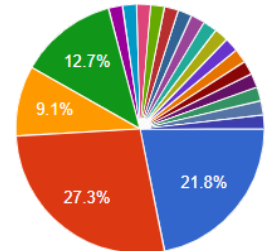


Comments: Basically, very satisfied with the results. Some suggested improvements or offers of more tools. Some criticized the location because of reduction of meeting room size.

Question 8. The current simulator room is cramped with no room for expansion.

Any upgrade project should include a new area for the Chapter's simulator and room for another upgraded simulator. Please select your preferred option.

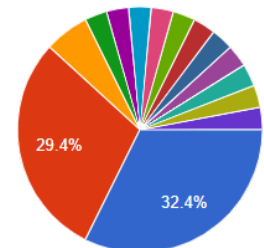
- No changes to the simulator room 22%
- A room with space for a second simulator 28%
- The above with room for several students used for Instruction 9%
- Simulators, training room with audio/visual capacity 13%
- Other 28%



Other included: Not used 2 (votes), room needs improvement 5, do major upgrade 2, question its value to Chapter 2, no opinion 2

QUESTION 9. If you think the simulator should be in a training room or area, including an area for chairs and tables for use in instruction, how many student locations should be provided?

- 5 32%
- 10 29%
- 15 6%
- Other 24%



(Do nothing; needs to be locked; could be small meeting room)

Comments, Needs to be capable of VFR and IFR, needs up to date panel, large investment for little use (Note, simulator was not purchased from Chapter funds, was a pay to join with others charged for hourly use.)

QUESTION 10. Kitchen. Please check as many boxes as you feel apply to the kitchen or relocated kitchen.

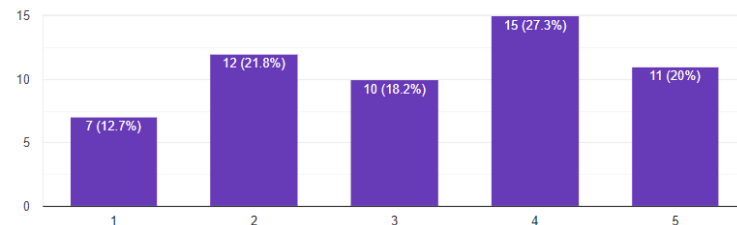


- Should be smaller 4%
- Is about the right size 68%
- Needs new appliances 35%
- Needs pantry for storage 41%
- Needs real venting range hood 40%
- If relocated, open to meeting room 40%

Other Many comments relating to just upgrade and bring into compliance with current standards; Basically, just needs a good refreshing.

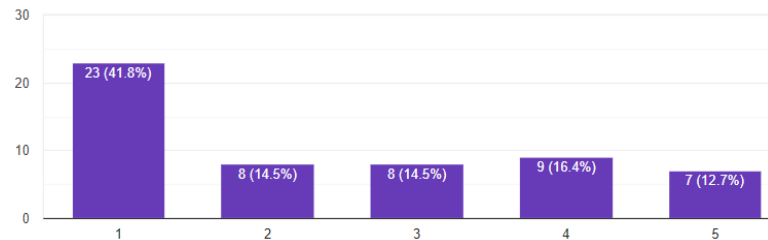
QUESTION 11. Please rate the bathrooms.

- 1 (Need improvement) 13%
- 2 22%
- 3 18%
- 4 27%
- 5 (Good as is) 20%



QUESTION 12. If the bathrooms are relocated, rate the idea of adding a single simple shower.

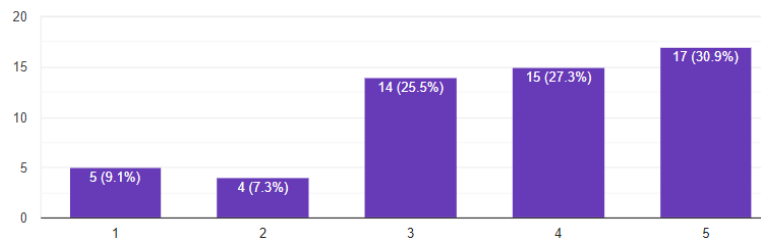
- 1 (Don't) 42%
- 2 14%
- 3 14%
- 4 16%
- 5 (Good idea) 12%



Comment: Who is going to clean it?

QUESTION 13. The new hangar, please rate.

- 1 (Needs improvement) 9%
- 2 7%
- 3 26%
- 4 27%
- 5 (Ok as is) 31%



QUESTION 14. General comments on Chapter's facilities (paraphrased)

- Hangar needs to be bigger, quality is fine, need more quantity
- Vans tent is great, get one for use by us during summer and store in winter
- Need to consider more parking, handicap parking and access
- It is great to have access to all the shop stuff and people with knowledge
- Overall is great facility, bigger and better would be welcome
- Rental areas need to be kept cleaner

- How does the Chapter assimilate new members and their needs
- Don't make any major decisions until we know how Covid 19 is over
- Need better storage for Chapter tools and donated materials
- We need a big a space as we can make it. Build it and they will come
- Need a long-term plan for improvements
- More build assistance to move projects along
- Need dedicated storage for tables, chairs, Fly In materials, all the other things
- It's awesome to have access to such great facilities!

## PART 2 HANGAR EXPANSION

QUESTION 1. What features would you like to see included in a new hangar expansion project? Check all that apply.

- |                                 |     |
|---------------------------------|-----|
| • Builder space rental          | 67% |
| • Bigger meeting room           | 60% |
| • Improved Kitchen              | 44% |
| • Pilots lounge                 | 26% |
| • Training/meeting room         | 47% |
| • Improved/additional bathrooms | 34% |
| • Shower                        | 16% |
| • Aircraft storage rental       | 31% |
| • Library                       | 33% |

QUESTION 2. If you have other ideas please share

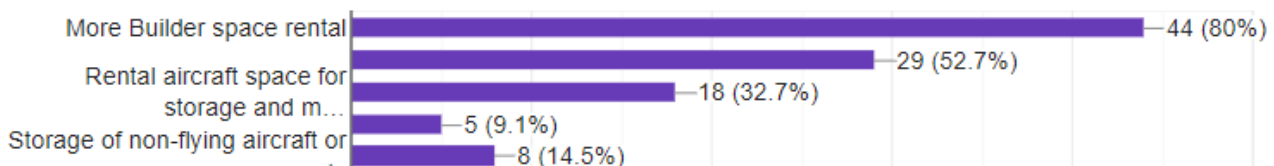
- Office for Treasurer
- If we are hangar rental service, who manages?
- Combine a pilot's lounge and library.
- Any aircraft rental space must have requirement to move out during fly-in.
- Make a locked area with specialized and expansive equipment available with a checkout
- Larger tool room space
- Build the large hangar and then do the other stuff with the income stream
- Have a rental area for use to do annuals with a time limit.
- Better First Aid station
- Conference room

QUESTION 3. Regardless of the extent of possible expansion, which uses/income sources do you think are appropriate for the facility? Check all that apply:

Responses

- |  |    |
|--|----|
| • More build space rental  | 44 |
| • Rental to flying aircraft, Chapter members only                                    | 29 |
| • Rental aircraft space for storage and maintenance including office for flying club | 18 |
| • Rental to flying aircraft, not member of Chapter                                   | 5  |
| • Storage of non-flying aircraft or parts  | 6  |

Other: Flying club share training room; overnight rental; builders should always have priority

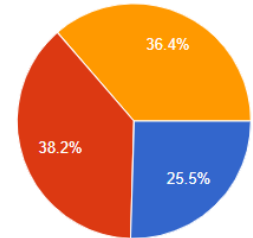


## QUESTION 4. Upgrade the utility feed to 400 amps

- Recommend we upgrade 56%
- Live with 200 amps 28%
- Other 16%
- Other: Is it a Code requirement? Do we need it? We will not need it, but it might be Code.

QUESTION 5. Should the Chapter consider a commercial loan to finance a portion of the Hangar Expansion. A Commercial loan 5 and 10 year at 5% for 100K is \$1,060 and \$790/month.

- Yes, if the hangar will generate funds to repay the loan. 26%
- Maybe, if the hangar will generate funds to repay the loan 38%
- No 36%

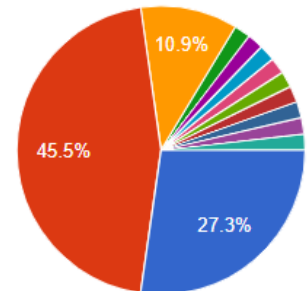


## Question 6. Thoughts on financing for a new hangar. (20 responses, summarized)

- Will we be forced into aircraft storage rental, if so, do we want to take up the administration and maintenance of the space?
- Do we want to burden future members? Will it attract new members?
- Work methodically to secure endowments, legacy gifts, wills, Go Fund Me
- Do not obligate Chapter. It is a nice thing, not a must thing
- Needs to be self-funded and not obligate members
- We should make investment for the present and future of aviation
- Do not use membership dues for this purpose
- I don't borrow and we shouldn't for this type of expenditure (3 similar responses)
- A debt could discourage new memberships
- Getting to the point where we will need commercial janitorial services

## Question 7. Which Hangar expansion do you feel is appropriate for the Chapter?

- The small expansion 27%
- The Larger Expansion 45%
- Neither 11%
- Other 17%



## Other responses summarized:

- Larger is preferable (2)
- Do it in a modular fashion
- No opinion
- No expansion
- Need to develop long term plans and member buy in
- The largest we can afford, but be cautious (3)
- Live within our means, pay cash
- Need a long term plan for the Chapter

## QUESTION 8. Comment on the question of hangar expansion

## QUESTION 9. Any general comments of suggestions

We had 36 thoughtful comments and 33 general responses. They are too extensive to summarize and will be reviewed by the Board and Hangar expansion Committee when we get going again after CoVid has died down.