

EAA 292

INDEPENDENCE



OREGON

Taledragger

July 2021

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

Chapter 292 is Back!

...(with a vengeance)



Young Eagles Rally



First time Young Eagle coordinator Cindy Woodworth defied the weather and pulled off a fantastic Young Eagle rally last Saturday, June 12th. Despite early low ceilings, everyone pulled together, stalled for 2 hours, and then had a great day of flying. We flew a total of 46 YE's, breaking down into 13 Girls, 33 Boys, with 9 Pilots

From Cindy,
"Thank you so much everyone for volunteering for the Young Eagles Rally!!!! Everyone did a marvelous job making the event a success...even with the weather delay!! I read all the thank-you notes from the kids, and they had a blast! Many parents commented on how much they appreciated our efforts."

One of our Young Eagles took the time to illustrate the plane he flew in. It's not too hard to recognize the red MA-5 Marquart Charger biplane of pilot Henry Bartle. To the right is the note that went along with the illustration. It's this type of feedback that gives us all a great feeling of satisfaction and accomplishment. More YE photos are included later in this newsletter.

Dear Henry
thank you
so much
for letting
me ride in
your biplane
I still can't
believe you but
that it means
a lot to me
and I'll be
thinking about
this for a long
time -Colton

As an additional observation, **the turnout of “seasoned” and new Chapter volunteers was very impressive.** We’ve added a lot of new members over the past (locked-down) year, and it was exciting to see many of them show up for our Young Eagle Rally. The Chapter Board is both thankful for your involvement and looking forward to meeting each of you in person!

The next YE rally is scheduled for September 18th. We’ll start hunting for volunteers again in August after the Fly-In.

EAA 292 in Independence Day Parade

Late Breaking News! Chapter 292 has been asked to participate in the Independence Day Parade! The parade committee just acquired their permits and are looking for participants. A few members of the Board are already doing some planning for this, but our presentation will likely include the pedal planes, some type of static “towed” airplane, and our Youth group. We’re also looking at some “freebie handouts” that can be distributed. Stay tuned for more details and/or contact a Board member if you’d like to volunteer to either help putting it together or be in the parade! Here is more info too: <https://www.facebook.com/2021INDEPENDENCEDAYPARADEOR>



EAA 292 to Airventure 2021!

EAA 292 has been selected to host a pancake breakfast at Airventure's Camp Scholler on Monday, July 26th! By providing this service, the Chapter will receive all the proceeds from the breakfast (\$2-3K). This will be "opening-morning", so we can expect a BIG turnout!



We need a minimum of 12 Chapter members to help that morning! From our preliminary planning meeting, so far, we have ~30 volunteers. Chapter President Mike Kelley is coordinating this event.

Mike Short will be putting together a ***special July VMC/IMC meeting*** to discuss trip flight planning and the 32-page NOTAM!

July Chapter Meeting – Light Flight

Our July Chapter meeting on 7/10 at 10 am will again highlight “Light Flight”

similarly to what we presented back in 2019. **This will be an in-person meeting at the Clubhouse!** Please bring your light aviation planes, ‘chutes, packs or projects to share with the group.

Trailer-in if needed! We expect a full crowd, so if you’re bring equipment, try to get there by 9:30. We’ve got multiple speakers lined up for the event, and we will have food at the end! See You There!



Van’s Homecoming, Fly-In and STOL event



There was an ad hoc flying committee meeting held last week. **The Chapter will host the annual 2021 Van’s Homecoming, Fly-In and STOL event on August 14-15!** We expect the CDC guidelines will be loosened by then, but we need to plan with what we know now. We are moving forward with ordering T-shirts. The largest barrier to overcome right now is the Saturday evening meal. Deb Kelley has volunteered to put together some options. More info to come by the July Chapter meeting.

Meeting Videos

For the past year, we’ve tried to record the main content of our monthly Chapter meeting. Those meeting videos are now available on-line...Just click on this link!

<https://tinyurl.com/EAA292-Video> . We’d also appreciate it if you’d click on the “Subscribe” button so that you know when other videos have been uploaded.

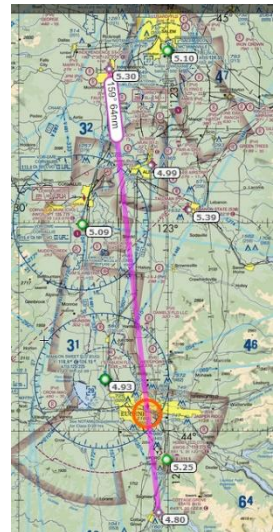


June 26th Chapter Fly-Out

For any that are interested, weather permitting...the Chapter will have a Fly-Out to Cottage Grove for the 7th Annual Wings & Wheels on Saturday, June 26th. Be fueled and ready to depart at 10 am! For anyone who would like to exhibit their aircraft, the registration form is attached. This is a short 60 mile/30-minute flight (for most) and you can pick up some cheap(er) fuel while you’re there!



This event is a celebration of all vehicles with wheels. Vintage & Unique Aircraft, Automobiles, Motorcycles, Bicycles and More will visit the Cottage Grove Airport for this one-day event full of family fun. Vote for your favorite vehicle and talk to the builders/owners. The admission is just \$5 each for guests ages 12 and up. The gates open for viewing from 10:00 am to 4:00 pm.



Chapter Clubhouse Usage

We're having some problems with the use of the Chapter clubhouse and toolroom, so it's important to go over a few basic rules:

- 1) The clubhouse and toolroom are for the use of EAA 292 members only. Do not give friends/relatives the code to enter. If the problem persists, we may need to change the ways we permit access.
- 2) Always shut and lock the door when finished working. Within the past week, we've found the South parking lot man-door (in the front) not only unlocked...but wide open, lights on, with no one inside, working or even there!
- 3) Do not take/borrow tools from other builders or bays. Hand tools are "walking away" with some of them being found in other work areas. Some of the toolroom tools are missing and nowhere to be found. Please be respectful of the tools! (search around your own shops for these missing tools)
- 4) Do not misuse the tools! Some users are cutting steel on the aluminum-only bandsaws! They are making new blades unusable just withing several days of installation. We have saws for steel...please use them. If you don't know how, ask Vince Homer to show you.



Youth Grads and Achievements

This Spring, it's our Chapter honor and privilege to recognize Rodrigo Morales three teens who through our Youth Aviation Program, have earned various degrees, certificates and accomplishments. Let's introduce the three!

Rodrigo Morales

Hi I am Rodrigo,

recently I have completed the Agricultural Pilot Training School here in Missouri. The training consisted of 15 hours dual instruction



in a lightbar-equipped Cessna 170, and then 25 hours of supervised solo on a Piper PA-25 Pawnee 235hp. The training on the Cessna 170 was about getting proficient on tailwheel aircrafts. I learned to do Wheel-Landings and one-wheel takeoffs. The one-wheel takeoffs were unique because I've never done something like that before, but it was to gain skill in the rudder pedals and stick control to maintain runway centerline while just on one wheel, we would speed up on two wheels of course, until one wheel lifts while the other one stays pinned on the ground. After takeoffs and landings, we did lightbar training, which is an instrument mounted on the outside of the plane, on the nose, behind the propeller. The lightbar is connected to a GPS system, which is used to maintain a straight line across fields while spraying, sort of like an ILS. I learned to properly scout fields for obstacles and hazards, there are a lot of things to look out for, such as antennas, windmills, trees, powerlines, and sensitive areas such as a horse barn or chicken houses. After learning to scout, I learned the spray patterns that are needed to spray the field entirely, for example for a wide field we would use a pattern named

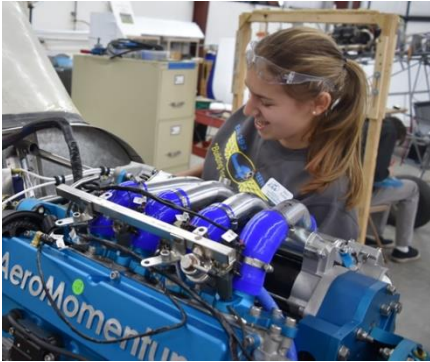
the "Racetrack", and for windy and/or smaller fields, we would use a pattern named "back-to-back". Each pattern has a different procedure and is different setting it up on the lightbar. After all of that, I moved onto the Piper Pawnee to practice on my own. My instructor would drive to the field locations with his car, so that he can see how I am doing, and to see what I need to improve on. The fields were between 2 and 10 miles away from the airport. And eventually he let me loose and only assigned me the fields then he would go about his day. I learned to load the aircraft too, in this case with water (120gal a load), but I have also done loading of chemicals to the other Ag pilots that are working here.

Overall, I really enjoyed this training and look forward to working soon, I am grateful for all of the help I have received throughout my journey.



Mary Eckles

A few words from Mary...this is an excerpt from a letter Mary sent with her graduation announcement.

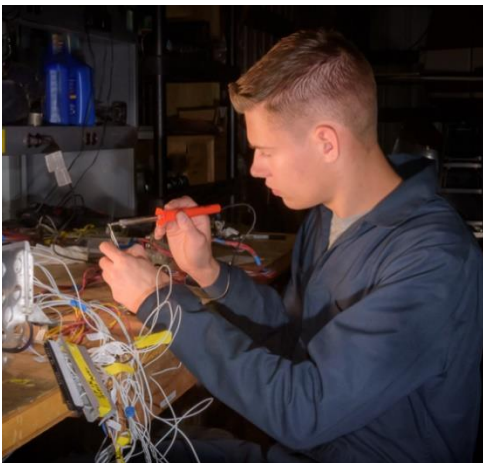


"These four years have been a mix of arduous and hectic, but I've managed to survive it all, and learn a few things too! During my four years of high school, I've gone on two mission trips, traveled to 42 states, earned the title Cadet Captain in the Civil Air Patrol Cadet Program, moved twice, had my first job, helped build a Zenith 701, made some amazing friends, and learned a lot of life lessons."

"I'm very excited to announce that I will be attending Toccoa Falls College in the fall, with plans to pursue a degree in Business. TFC is in Toccoa Falls Georgia and is named after the beautiful falls on campus! If any of you ever find yourself in the area and want to come visit the Falls, please do! I'd love to show you around."



Anders Walter



Getting a new certificate is really a permission slip to begin learning about something new. This month, Anders Noah Walter completed his scholastic education and has a shiny, new High School Diploma to hang on his wall. Anders is a serious overachiever and graduated with a 3.999 GPA. He is now ready to spread his wings and really learn about flying in all its glorious facets.

Anders came into the EAA Chapter 292 sphere of influence as a participant in a Teen Aviation Weekend. He continued in the Teen Build program, working on the Sonex and the Zenith 701. Anders logged over 700 hours of build time on these aircraft. He continues to get dirt under his fingernails working on other aircraft, trading slave labor for flying time. He competed for and won a Ray Scholarship, through National EAA, and won a scholarship from AOPA as well. Anders converted these awards into a Private Pilot Certificate and over 200 hours in his logbook. He is currently working on his commercial and instrument ratings, hoping to complete these certificates before he begins his training as an A&P at Lane Community College in January 2022. Anders also won a scholarship at this school.

The above statements of fact do not begin to tell the story of this young man's accomplishments. Steve Heinrich and Michael Ryer are proud to consider Anders the Chief Pilot in their fictitious airline, Trans-Creature Airways and Screen Door Company, based out of Hangar 23 on the Independence State Airport. Here, the airline fleet, composed of a full IFR 1960 Piper Tri-Pacer, a 2003 Rans S6S and a 2013 aerobatic Rans S9, is at the young pilot's disposal for learning how to truly be an aviator, not just a mere pilot. Under the tutelage of Mike Short and Kelley Wilson, CFI's, Anders is proficient at turns around a farmer and keeping the greasy side down by reference to the skid ball and airspeed indicator. Bill McLagan taught Anders how to analyze and design an electrical system using CAD software and not to grab the hot pointy end of a soldering iron. More importantly, as this is being written, Anders is flying around somewhere in Montana, camped under the wing of the Rans, looking at high plains thunderstorms and figuring out how to find his way back to the greenery of the Pacific Northwest when his vacation is over.

Young Mister Walter is indeed learning to spread his wings and fly. He is considering a career as an Aerospace Manufacturing Engineer. After graduation, he is entertaining working for an airline as a maintenance planner. Here, he can put his A&P to good use, designing maintenance procedures and getting to touch the hardware he is tasked with fixing. Best of luck and may you always have tailwinds.



Dave Martin



It's with great sadness that we report the passing of long-time Chapter member Dave Martin. Dave died on June 12, 2021, after a long illness. He was born in 1938 to Wilbert A. and Martha L. (Spickerman) Martin in Champaign, Illinois. The family lived in Freeport, Illinois, before moving to Colorado in 1954. Dave graduated from South Denver High School, attended the University of Colorado for two years, and then graduated from the University of Missouri with a degree in broadcast journalism. Dave was a naval officer, an aviation magazine editor and writer, and pilot of airplanes and gliders.

Dave joined the U.S. Navy in 1961 and was commissioned as an officer in 1962. He married Lois that year in Denver and moved to San Diego for training as an F-4 Phantom II radar intercept officer. He served in carrier-based fighter squadrons (VF-21 and VF-11) during peacetime and the Vietnam War, and onshore duty was involved in test and evaluation of missiles and F-14 Tomcat aircraft. He retired as a Regular Navy commander in 1982 and began a career in aviation journalism.

For 17 years he was the editor of KITPLANES magazine about homebuilt aircraft and pilots. He flew more than 200 types of aircraft, built four aircraft, and was a flight instructor for 23 years. After retiring, Dave and Lois moved from San Diego to Independence and built a house at the airpark. They have been active members of the airpark and the greater Independence community. Dave was a long-time board member of the local YMCA and received a volunteer of the year award for 2020. He recently received a Good Neighbor Award from the City of Independence.

Dave (W6KOW) was a devoted amateur radio operator active from his teens until a few days before he passed. He also loved radio control model planes and helicopters. He had the tools and know-how to fix almost anything. Dave loved to talk to everyone, friends and strangers alike.

Dave is survived by his brother Richard (Boulder, Colorado), wife Lois, daughter Laura Barnes (Portland), sons Arthur (Independence), and Daniel (Albany, California), and four grandchildren, Russell and Melissa Barnes, and Ada and Cara Martin.

Interment with military honors will be at Willamette National Cemetery. A celebration of Dave's life is being planned. Farnstrom Mortuary is caring for the family; www.FarnstromMortuary.com.

(taken from the Statesman Journal). A link to many of Dave's KITPLANES articles can be found here:

<https://www.kitplanes.com/author/dave-martin/>



Dave Martin's Beautiful RV-12

Meeting Minutes

Chapter Board Meeting 6/11/21

- On the call was Mike Kelley, Deb Origer, Dennis Fuhrman, Jerry Price, Kristin Taylor, Dave Ullman, Short, Tim Isaac, Vince Homer (Missing were Rich Harrison, Bob Schwarzler, Anders Walters, Chuck West, Steve Sands and John Coyier)
- Mike opened the meeting at 8:00
- No General Meeting this Month, Young Eagles instead.
 - Upcoming:
 - July – Light Flight, Finburg/Claussen/Moorefield/Watkins
 - August – No Meeting (Fly-In)
 - Sept – Props Inc, Bertuleit
 - Oct – Thatcher, Theisen/Haines
 - Nov – TBD
 - Dec – Holiday Party!
- Membership – Need to find/make more New Member packets (Deb O to look)
 - Members Life 27, Reg 187, Student 7 = Total 221
 - Need to get all Youth Build signed up as Members (for Insurance)
- Budget –
 - John went over the budget. Not many changes from last month
 - Mike asked that John prepare a 2021 budget for the July meeting (pull together a committee)
- Youth
 - 701 updates. Engine is being repaired with Ernie. Strong suggestion to never putting unknown engine in a Chapter project again.
 - RV12 update – moving a long about 6 kids per weekend working on it. Next kit (engine) is backordered, but is 6 months out.
 - Youth Program still needs mentors. Could we recruit from Lane CC. Dave U to research.
 - Kristin asked if it would be possible to earn “credits” for participating in the Youth Build. Dave U to research.
 - Ray Scholarship. Committee will meet today to firm up questions.
 - Team will begin working on the Lancair
- Facilities
 - Cleaning contract going well, but we have concluded the 5 months of payment from Jeannie’s Aviation
 - Need to look for another sponsor if possible, or consume from the general fund.
 - Some tool room tools have been disappearing. Do we need security system?
 - Is it time to change the locks?
 - Need to work on bigger & magnetic name tag board
- Chapter 292 selected for Oshkosh Pancake breakfast 7/26! Will generate \$2-3K proceeds
 - Many members going to Oshkosh.
 - Need minimum of 12 for breakfast
 - Organization meeting on 6/15. Chapter will provide aprons for breakfast
 - Members will wear 2021 fly-in shirts (and optional hats)
 - Mike Short will hold a special VMC/IMC meeting for Oshkosh planning
- For future Board meetings, preference is to have meetings at 8 am prior to General Meeting
- Calendar Management

- Kill paper calendar
 - Manage hanger use by Google Calendar (Mike, Rich, John, Al, Steve John)
 - Put Table and chair request on Google Calendar.
- Hangar Management
 - Who is on Hangar Committee (Ernie, Vince, Al)
 - Need a hangar rental manager
 - Put hangar application and list on Website
 - Need hangar committee meeting within 2 weeks (before Al & Ernie leave)
- Include a jobs list (rather than a position) in upcoming meeting or newsletter.
- 2021 Fly-In
 - Management by committee
 - Biggest hurdles are Sat dinner and activities
- New Business – Paul Sieber notified us of a proposed 1000' radio tower going in off Thompson road
 - Mike will ask Andy Duncan to investigate
 - (follow-up, – it is only a 120' Cingular cell tower. The city is already working with FAA for approval)
- Mike ended the meeting at 10:05.

General meeting 5/8/21

- No General Meeting this month – Young Eagle Rally!

Young Eagles Pictures

Here are just a few photos from our Young Eagle Rally.

Thank You Pilots!



Sam Butler



Henry Bartle



Barrett Nutsch



Mike Kelley



Scott Naucner



John Horn



Dave Ullman



Paul Franklin



Sam Butler



Dave Ullman



Barrett Nutsch



Sam Butler



Scott Naucner



Paul Franklin



Mike Kelley



Mike Kelley



Henry Bartle



Mike Kelley



Sam Butler



Al Cleveland



Scott Naucler



Mike Kelley



Dave Ullman



Henry Bartle



Henry Bartle



Paul Franklin



Scott Naucner



Henry Bartle

Youth

Cub Pedal Plane – Vince Homer

The Covid delayed finish of Mark Overholtzer's Cub pedal plane finally happened last weekend. Dave Ullman has been working with Ty Peterson completing the last assembly and painting details since the pandemic shutdown was lifted. Mark gave the Youth program his Cub pedal plane kit over 18 months ago with the agreement we would finish it for him. It's Cub yellow, the prop goes around, it has tundra tires and it's ready for one of Mark's grandkids dream flights.



Medicals – Basic Med

I know a lot of our members are flying under Basic Med, and the question has come up several times if any local doctors are doing the exam. I know they are out there.

If you know of a local doctor that will take on Basic Med, maybe we can build a local database of those that we can give out to our members. You can send me their contact information to ea292@gmail.com

For resources on this, check EAA - <https://www.eaa.org/ea/pilots/pilot-resources/pilot-medical-resources/ea-basicmed-resource-center> and AOPA - <https://www.aopa.org/advocacy/pilots/medical/basicmed>

The AOPA has a registry of doctors that do Basic Med, but for our Region they only list two up in Portland and one in Hood River.

Rich Harrison



MiniMax Tug Report – Rich Harrison

Captain Gadget did a presentation a couple of years ago on the MiniMax Tugs at a chapter meeting. I have had one for my Cessna 182 for some 10 years. I absolutely need it to get a loaded 182 up the ramp into my hangar. When I was moving to Independence and I ferried my 182 up here (packed with as much as I could carry out of my old hangar), I taxied up and no one was around. I tried to push the plane up the ramp to my new hangar and quit. Then I remembered the Minimax was disassembled in the baggage compartment. I pulled it out and put it together and zipped the plane into the hangar. And since this was before all of our household stuff got here, the Dewalt drill came in very handy for all the new to us house projects. It only takes a couple of minutes to remove and reinstall.

While I can still push my 2 seat Grumman up the ramp fine, it does seem to be getting harder every year, so I had started thinking about getting another one for the Grumman. So, 2 months ago an almost brand-new MiniMax appeared on eBay for a ridiculously low price so I snatched it. It was also set up for Cessnas, but has the higher torque 28V Milwaukee drill rather than the 20V Dewalt my old one has. I went ahead and ordered the Grumman forks for my old tug, regulating the new Milwaukee powered tug to the C-182 duties.

Pirep – while the Dewalt drill version did fine with my 3100-pound GW 182 in low speed, the Milwaukee definitely does better. Any plane around 2500-pound GW or less should do fine with the Dewalt version. The Dewalt drill has a 3-speed switch on it. In High Speed it runs the tug at a fast walk. It should pull my 1600 GW Grumman on flat ground at that speed just fine. Going up a grade or on a heavier plane you will want to select a lower gear. On my 182 I only used low gear.

The Milwaukee drill is single speed and wide open goes at a slow to medium walk. They sell a set of dolly wheels so that you can quickly pull the tug out on the ramp to fetch your plane without having to run the motor. It is a must-have with the Milwaukee drill version, but the Dewalt version in high gear moves fast enough to not really need it unless you are going a great distance. I do keep a spare battery on the charger. On the C-182 where the tow lugs are up above the nose tire on the strut, the tug has a riser with a swivel attachment to the tug forks that worked out neat where you can rock the tug onto one tire and make shallow turns without having to lift the tug tires off the ground and turn the nose wheel. This makes it easy to maneuver into tight spaces. The Grumman version does not do that since the tow lugs being on the nose wheel fork place the tug forks low to the ground with no riser (you can see the difference in the picture). To turn you must lift the tug, turn the nose wheel then lower the tug back down. Not nearly as bad as a Power Tow as the MiniMax is a lot lighter. Pushing the airplane it has great traction, not as much when pulling.

I now can save my back pushing my Grumman AA-1B (and soon my American Yankee) into the hangar. If you are interested in seeing the MiniMax tugs, stop on by.

