

EAA 292

INDEPENDENCE



OREGON

Taledragger

June 2020

All in person Chapter Meetings are cancelled until further notice. The next Virtual all Members Meeting being planned for June 13th at 10AM.

Information will be sent out prior on how to join.

If you have not yet done so, please pay your Annual Chapter Dues (\$35)

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

President's Message

Another month in "lockdown"

With the Oregon "Shelter-in-place" mandate starting on March 23, we are approaching 60 continuous days of lockdown 😞. Speaking with Chapter members (through masks, and 6 ft apart), we acknowledge that everyone is going a bit "looney" at this point. The Chapter's Board feels that the best thing we can do is to improve the communication and information availability of what has been taking place here at the Chapter. With that in mind, we're bringing you several short snippets of activities. Immediately following the President's letter will be a new section called "Tell-Tales." Be sure to check out some flying adventures of other Chapter members. Plus, there are several requests that we could use some help on. If you have ideas or can help, please reply to this newsletter at ea292@gmail.com, or e-mail me directly at mike@kelley-group.com



Hair Today, Gone Tomorrow!



Some of our members have now gone 2-3 months without a haircut. The good news is that they no longer need a hood when practicing IFR! Seriously, members are looking for someone who is willing to give haircuts during this lockdown period. Of course, this would need to be done as safely as possible. If you (or someone you know) is willing to provide haircuts, please e-mail us back and we will try to put you in communication!

Request for "Pilot Workshops" subscriber

The VMC/IMC Club typically uses discussion scenarios that come from EAA National or our Chapter members themselves. Occasionally, the scenarios have been taken from public, on-line resources. One of the best sources of materials has been Pilot Workshops (www.pilotworkshops.com). Mike

Short is asking if member has a paid membership to Pilot Workshops, and if they would be willing to let us download and share some of the scenarios with the club. If you can help, e-mail Mike at c98x@yahoo.com, or call him at (970) 759-9010. Alternatively, we'd be really appreciative if a Chapter member would sponsor an annual subscription for the Chapter!



EAA 292 Chapter Meeting



On Saturday, May 9th, the Chapter held it's first "Virtual" Chapter meeting. Just like a real meeting, attendees came-and-went, but it looks like we had ~46 members attend...however members are still figuring out their cameras (see left screenshot). That is fantastic for our first meeting! There are many Chapters across the country that aren't doing anything yet. A few are trying video, and I believe some are just using phone conferencing. I feel that our Chapter has definitely taken a lead position relative to continuing Chapter business during this lockdown period. For the May meeting, we had a variety of short-topics and presenters which we think made the meeting interesting. As we are currently planning the June meeting, we're looking again at having a "main" speaker with a longer presentation. We have some invitations out for the speaker program and will let you know as soon as possible. But please make sure you mark your calendars for June 13th at 10:00 am. (This was the same date as the Young Eagles event). **Be there or be square!**



BREAKING NEWS!!! Paul Dye, Kitplanes Editor-at-Large and former Flight Director for both the Space Shuttle and the International Space Station, has agreed to present his recent SubSonex personal jet project at our June 13th meeting!

In addition to our speaker program, we are looking for other members who would like to contribute materials or present during our meetings. If you have an idea but don't know how to get it into a presentation, contact me directly at mike@kelley-group.com

EAA Chapter Surveys

You may have noticed an "uptick" in the number of short surveys that the Chapter has sent out to its members. We're always cautious about hitting members e-mail inboxes with too much e-mail. However, some members have mentioned that they are OK with these questions. It gives them something to do, plus it provides a small "glimpse" into what subjects the Leadership and Board are discussing. Since we aren't able to meet face-to-face, the surveys are a great way of soliciting timely feedback and data from the membership. We haven't heard (yet) from any members who are bothered by the surveys, but you are probably out there! Maybe we should do another survey to see how members feel about surveys! 😊



EAA 292 Chapter Memberships

Over the past several newsletters, we've had a lot of discussion about membership. It's come to the Board's attention that there is some confusion about what the memberships are. To clarify, your \$35 EAA 292 dues pay for a family membership. You do not need to pay for spouses separately. For those of you who have been paying for spouses, we thank you for your payments and donation! Our Treasurer, John Roberts, is going to try straightening this out over the next several weeks so that it is perfectly clear by next January when dues are paid again. However, we do want to capture spouse contact data, such as phone numbers and e-mails, so that they can take advantage of the Club's membership and information too! I am sure that all of our spouses can't wait to read the Taledragger each month and will need immediate access to the tool room!

ADS-B Variation Requests

Now that ADS-B is in effect, some of us (myself included) have aircraft that aren't compliant with the mandate. Depending on your flying, that is totally legal. The two main situations that I find where it's required are 1) flying over the top of Charlie airspace (KPDX), and 2) flying under the veil of Bravo airspace. However, there is a process where you can receive permission on a flight-by-flight basis, to fly in these situations without the equipment.

Go to the FAA **A**DS-B **D**eviation Authorization **P**reflight **T**ool (ADAPT) website www.faa.gov/go/adapt. You essentially fill out a flight plan requesting permission for that flight. Depending on the traffic, and the type of radio coverage available, you may (or may not) receive it immediately. You must make the request a minimum of 1 hr, but no more than 24 hrs before the flight. There's a short tutorial video that shows the process. <https://tinyurl.com/yberj4sp>.



However, currently flying aircraft with no ADS-B, only ADS-B out, and full ADS-B in-and-out, I can testify that the situational awareness you're presented with is amazing and comforting. But remember, don't get too comfortable. There are still aircraft out there with no ADS-B, transponder, and/or electrical systems. Keep that head on a swivel! Thanks to Gary Brown for this info!

December Chapter Officer Elections



It seems that the current EAA 292 Board just took over, but this December will be our Club's election of Officers. Officer positions up for nomination are: 1) President, 2) Vice President, 3) Secretary, 4) Treasure, and 5) 3X Trustee positions. If anyone is interested in volunteering for one of these offices, please contact Jerry Pryce at sierrab24r@yahoo.com who is heading up the nominating committee. Depending on the position, the commitment may be just a few hours per month. We are always looking to have new members with new ideas on the Board!

EAA National Survey

Last year EAA National sent out a survey asking members to assess their local Chapter. Thanks to all members who ranked EAA 292 so highly. Even with mostly high scores, there's always room to "do better." One area that we'd like to improve is the increased involvement of women in the Chapter, and specifically in Leadership roles. Looking at our current database, it's hard to differentiate active from passive members. This includes spouses of both genders. We know that there are a lot of women members, and multiple that have held officer position. We're going to drill down thru this data and attempt to get a better understanding. For all women...we'd love to have you involved in any position including the Board. Please consider volunteering for a committee or Officer position! (see Elections above)



Another area that came up in a comment was in-regards to Chapter funding. Some members had a perception that the Youth Aviation Program (YAP) was receiving a disproportionate amount of Chapter funding. This may be worthwhile covering in detail at some point...but for now, the Youth Program has been self-funded, mainly through their efforts at the Fly-In's Silent Auction. Youth scholarships have been from their own funds, or directly from National EAA...not the Chapter. The Chapter's income is from mainly three sources. 1) Dues, 2) Fly-In proceeds, and 3) Aircraft & Equipment sales through the Builder's Group. Up until this year, the Chapter has gone to great lengths to keep YAP funding separate. We're re-evaluating this position, because it constantly puts the YAP into a "fund raising" situation. With the upcoming sale of the Zenith 701 (which was funded by the YAP and donations), we anticipate being out of this situation.

In my opinion, because some members do hold opinions like these, the Board hasn't done a good job communicating our goals, programs and procedures. I apologize for this and promise that we, as a collective group, will try to do better!

Flag Donation

Every year our Chapter's American flag sees the best-and-worse of the four seasons, 365/24/7. Last year **Brian and Carol Dalton** donated the flag because the previous one was literally shredded to ribbons. This year, **Dale & Sandy Gallaher** donated another flag. Thank you so much! It may be because their home is right across the taxiway from the flagpole and they have to look at it every day!

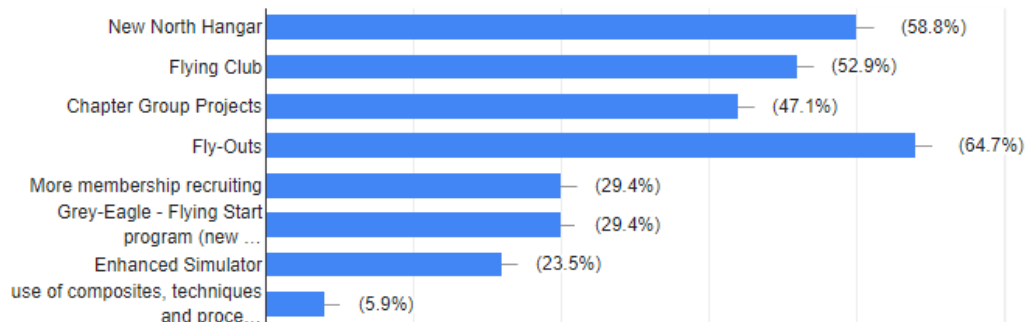


Chapter Leadership, Long-Term Planning



Every several years the Chapter Board and Leadership set aside a day to conduct long-term (multi-year) planning. The last session was held in 2017. The current Leadership team met last Friday, May 15 met (virtually) to go through the process again. Instead of focusing on the positives, we looked out at what we thought would make a difference over the next several years. We evaluated all the things we're currently doing and how they impact the Chapter. One of the interesting findings was when we asked about future activities. The number 1 item to add was fly-outs, followed by the North hangar expansion, and a flying club.

Looking into the future, what programs would you like to see



While no one was surprised by the North hangar expansion and flying club, the priority of fly-outs was interesting. We may try to tease more details out of the membership with a future survey. There are a few comments on fly-outs coming up in a later paragraph.

The good news is that the Flying Club is in process, and likely next month we'll be able to share some data on the North Hangar Expansion project. To summarize however, the Chapter has a wide variety of opinions on what the scope of the project should be. The Board has agreed (in general) to move forward with rough planning, but not make any hard decisions or monetary commitments until we're out from under this health emergency.

We'll be sharing more information that came out of the long-term planning session as some of the details firm up.

Fly-In



The decision on having any Fly-In/STOL Expo event has been deferred...at least until June. With Sun-n-Fun, Oshkosh, and Arlington cancelled, there's a lot of precedent to cancel our event. After polling our Fly-In committee, there's also multiple committee leaders who will not be able to participate due to health issues. Without the "boots-on-the-ground" leadership to put it on, there will be no fly-in. Stay-tuned in June for a final(?) decision on what we may (or may not) attempt for an event.

Fly-Outs

Mentioned in the Long-Term planning session was the renewed interest in fly-outs (There was also an interest in social gatherings, which we'll get around to also). We understand that there are a variety of flyers and aircraft. One type of trip or activity is not going to satisfy everyone. The general idea is to (after the restrictions are lifted) start small. As a Chapter, fly to a local pancake breakfast, i.e. Cottage Grove, Twin Oaks, Mulino, etc. Maybe include some kind of scavenger hunt (with photos) – a one day version of OPA's Explore Oregon, etc. Then maybe expand to longer trips...WAAAM Museum, Sidedoor Café, etc. If those are successful, consider an overnight trip with an activity/dinner at the end point. **The overall consensus is that FOOD is the driving fuel that will make these fly-outs successful!**



We are looking for a few “social” volunteers that can help us organize these trips. Men, women, pilots, non-pilots...it doesn't matter. Just an active group that can give some direction and make it fun! Contact me if your interested and willing to help out! mike@kelley-group.com

NEW! – 292 “Tell-Tales”

On a wing or sail, a tell-tale (also spelled tell-tail) is a piece of string or yard that indicates direction of airflow. We're going to publish a group of “yarns” that will allow our members to share a trip or adventure they've taken with their aircraft. We are looking for members to share a story about a flight or trip they've made. Hopefully, they'll include some photos too. There may be some video, and we'll try to provide a link to that also. If you're not sure how to include photos or videos, just write up the story and send us the pictures (or video). We'll take care of the rest!

For this month, we've already received a couple of submissions!

Larry Claussen - In the Clouds!



Being an active participant in the VMC/IMC Club, I attend every meeting possible, and have found the scenarios and discussion to be outstanding. Mike Short who leads the meeting does a great job! These meetings allow you to learn from others mistakes and discuss with other EAA 292 members how to best handle difficult situations.

I have been flying my RV-9A almost 2 years and just completed the first flight where I was IMC almost the entire flight. Most of my IMC experience was in my Mooney which had all steam gauges, and everything was second nature; I didn't have to think about it. While glass is far superior, it includes many configuration options and settings, so I wanted to get some time and experience with it before flying IMC. The last thing I want is to be IMC on an approach and not

know exactly how to get the screen I need displayed. An additional factor is that while the RV-9 is one of the more stable RV platforms it is much less stable in turbulence than my Mooney, requiring more focus and attention.

My son wanted to look at some boats in Tacoma so a quick flight there was in order. Weather was forecasted have ceilings at 5,000' – 7,000'. During the trip to Tacoma I filed IFR at 6,000 but was only IMC for 5-10 minutes in rain.

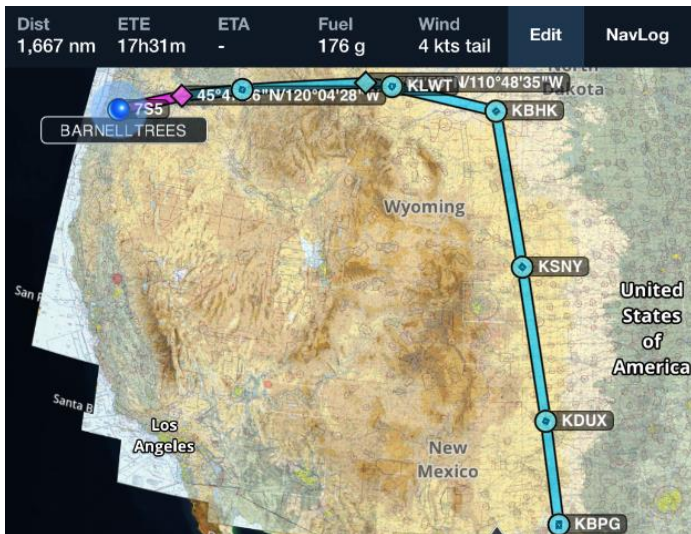
The return flight was at 7,000 and once I reached about 6,000, I was in IMC and in rain until Hillsboro. It was great experience as I executed the Narrows One departure procedure followed by Direct OLM, V165, UBG, Direct Independence. While the routings and airspace are complex near Seattle, from Tacoma south it is not difficult. While IMC in rain the OAT was between 33F – 35F so icing was a risk and I did, in fact, start to pick up a thin layer of clear ice. Clear ice can collect very quickly and be very dangerous, so I watched it closely. I always had an easy out which was to descend. VMC was just 500 – 1,000 below me and at that altitude I would still be clear of terrain.

Thank you to the EAA 292 IMC Club!
Larry Claussen



(This is a wonderful success story that really underlines why we have the VMC-IMC Club. Thanks for sharing! – ed.)

Adventures of Chuck



Member Chuck West is leaving this week on another of his little jaunts. He will be taking a Cessna 172 down to Texas and returning with a Tri-Pacer that members Mike Ryer and Steve Heinrich recently purchased. While there he will be keeping busy with breaking in an engine on a Cessna 185 and checking out a new owner in it. He is thinking he will leave the 21st or 22nd.

While on this trip he is giving us access to see his trip progress via SPOT Tracking to see where he is and where he is going. This map shows his intended route of flight.

Use this link to follow his trip:

<https://maps.findmespot.com/s/QSLY/Q3>

Chuck also shared a video of one of his Alaskan flights around Mt. McKinley. <https://youtu.be/1dUITNmHE50>



(Have a safe flight and don't eat too much Texas steak! – ed.)

Meeting Minutes

Board meeting 5/8/20

- On the bridge - Mike Kelley, Steve Sands, Ernie Moreno, Mike Short, Rich Harrison, Al Cleveland, Dave Ulman, John Roberts, Bob Schwarzler, Bruce Patton, Chuck West, Jerry Pryce, Tim Isaac, Vince Homer.
- Mike started the meeting at 1:04
- Mike discussed the General Membership meeting agenda for tomorrow.
- Secretary report;
 - 186 paid members including 24 lifetime and 6 students. There are 40 folks from 2019 that have not renewed.
 - A discussion on membership and spouses. Again, it was reaffirmed that the membership is considered a "Family" membership. We have 4 cases where husband and wife each have paid for a membership. I will be reaching out to those folks.
- Treasure report as of 4/30/20

Aircraft Build Group	\$ 10,575.26
Ray	\$ 543.50
Sim	\$ 9,115.00
Yap	\$ 8,900.25
Lancair	\$ 23,112.50
RV-12	\$ 7,126.38
Total Special Groups	\$ 59,372.89

Bank	
Checking	\$ 6,368.41
Main	\$ 76,575.54
Cash	\$ 100.00
Total Bank	\$ 83,043.95
Less Special Groups	\$ 59,372.89

Total avail funds	\$ 23,671.06
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- Youth report- not much going on other than progress on the RV-12. Al created a video to show at during the Membership call on the RV-12.
- Mike held a practice session for tomorrow working the Chuck and Steve on their pieces of the presentation.
- Steve went over the website changes.
- Bruce Patton discussed the Hangar Expansion Project and the survey that was posted.
- A discussion was held about the fly-in and STOL event and if we can do anything this year. Discussion will continue and Mike is going to ask the members their opinion.
- Mike ended the meeting at 2:10

General Meeting 5/9/20

- Mike opened the meeting on the bridge @ 10:03
- Mike covered the etiquette of a conference bridge.
- Mike introduced Charlie Becker from EAA National who talked about what is going on with EAA and the cancellation of AirVenture.
 - Mike played a video with Jack Pelton, EAA President on the decision to cancel Air Venture and other aspects of Covid 19 issues with Aviation.
- Sec and Treasure reports (see board meeting for details).
- Facilities report - Mike filled in for Vince and discussed the hardware and materials available to members to use.
- Youth Report – Dave Ulman
 - Teen Weekend and the Spring Young Eagles are cancelled for the time being.
 - Mike played a video from Al Cleveland on the RV-12 project.
 - Chuck talked about the Ray Scholarship and a possible candidate for the glider rating.
- Steve Sands and John Coyier presented on the Chapter Website and features.
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- Steve Wheat and Tim Isaac talked about the Fly-In and STOL event. With the current situation there are discussions about either not doing the fly-in or doing a very limited event, and possibly doing a virtual STOL event over several days. Definitely we will not be having a full fly-in, Steve will be looking for more input on if we want to do anything this year.
- Mike Short did a presentation on the VMC/IMC club and the extensions that the FAA has given for medical and BFRs.
- Bruce Patton discussed the Hangar Expansion Project. Requesting more people to respond to the survey.
- Mike played a video from Cpt. Gadget on using Pool Noodles for use in protecting yourself from airplane props and other hazards around the hangar.
- Mike talked about new chapter promotional materials.
- Mike talked about concepts that Rod Kerr is working on for a new Chapter Logo.
- Mike discussed the Independence Flying Club and progress that is going on. Mike showed video on the Cherokee that has been donated and the C-172 that the club is working to acquire.
- Mike showed a video from Kitplane magazine on the Aerolite 103.
- Mike ended the meeting at 11:45

Builder Reports

Requesting any photos and /or short stories from our members on their projects and flying aircraft to share on the Taledragger. Show your fellow members what you are working on and tell those Tales! Please send them to EAA292@gmail.com or contact Rich Harrison.



**Robin Reid and Jake Thiessen after the first flight of Jake's Thatcher CX-5 on May 11th.
Congratulations Jake!**

Ed Storo passed these recent pictures along of his full-size reproduction of the Bristol Bulldog. He reports it has taken too many years, and way too many parts to build. The next step is how to mount the wings. No easy task. He is located at the Tillamook airport.



TRAVEL AIR 4000 RESTORATION - BRIAN DALTON

Aided by social distancing, I have managed to assemble the parts for my 1928 Wright Whirlwind J-5 to send off to Mike Connor in Georgia for the complicated engine work. Mike is the last J-5 expert in the country rebuilding these once-famous engines (powered Lindbergh's Atlantic crossing, etc.).

Here are some of the parts I restored and painted here – non-critical parts.



Here is the engine assembled for shipping:



Here is the crate just before putting the lid on it:



And here is Robin loading it on the truck.

It has arrived safely in Georgia – my thanks go out to Open Road Transportation here in Dallas who arranged for the shipping seamlessly and amazingly inexpensively!

Now, back to work on the airframe. Below is the plane brand new in 1928 with the original owner beside it.

Here is the airframe now – about to start fitting up the center section and then the wings.



Wish me luck and a long life!

Brian

(We look forward to seeing it move to completion! – ed)

Mermaid Update – Bill McLagan

After 5 years and 200 hours on my Mermaid amphibian, I chose to do a "Hail Mary" and change the engine to a newer Gen 4 Jabiru 3300. The precipitating incidents were two engine failures in flight within 6 months. In one case we landed without incident at 7S5 and in the other I landed on the water, again without incident. Each time it started right back up (after landing) and I flew back home. With no



direct cause that I could identify (and had not addressed after the first incident) and with the very significant improvements in the new versions, I decided to just replace the engine. Since the Gen 4 has much improved cooling, I am reverting back to air cooling rather than liquid cooled heads as on the previous engine. So, the engine is at my home shop, with most of the conversion completed. The next biggest hurdle is design of the exhaust, which is different and the new engine. Hope to get it back running by the end of Summer.



(That would be a "Splash Down! – ed)

T-28 Builder Report - John Gogol

I spent most of Winter 2019 working on the 800hp Curtiss Wright R1300 radial engine at Anderson Aeromotive in Grangeville, Idaho. It started off with working on new and inexpensive sets of 7, helicopter cylinders, they needed to have airplane oil drain lines drilled into the heads which I took care of on a Bridgeport. I grew up, running machines, lived 20 minutes from Bridgeport, Connecticut. I work mostly with John Cline, he is an expert on the single row Curtiss Wrights, he would assign me projects, lots of internal safety wiring! I have been working there for three years, tearing down, washing, scrubbing, cleaning, magnaflux crack checking, measuring, more cleaning, polishing, painting, assembling, tearing back apart, and reassemble. The shop is heated with wood, everyone arrives at 6am, no standing around. I was able to finish the assembly of the back accessory section, the supercharger blower section, and the nose section, prop shaft



planetary gear 2:1 reduction. I used Excel to do a best fit on the set up between the planetary gears, bushing and spindle ID and OD's. Worked great. Ryan Denuit is the expert on cranks and setting the sacred heart of the engine, the silver coated plain main bearing. At home I welded and powder coated up an engine build frame, so we can stack



the assemblies on my next trip up. I do not go up during hunting or the time leading up to airshow and racing season.

I invested in getting the Starter, 200A Generator, Fuel Pump, Booster Pump, Magnetos, rebuilt, complete with FAA repair station paper work. Everything is four figures.

Over on the Wing Center Section that you see regularly, It's NEW. But, I rebuilt the retract hydraulic cylinders with new hoses and hydraulic lines that were all missing. The 1978 Navy Rebuilt Main Gears, the seals seem to be holding. All of the parts on gears were missing, so I had to put those together, decided to use all stainless for brake lines. Everyone pitched in to help me understand how to set the inner tube stems in the wheels, thanks Steve and Al. I have to learn EVERYTHING and the Airforce and Navy



manuals leave you many times to copy what you already see on the airplane, what airplane? Or look at the other airplane, what airplane? I travel to T-28's and call friends for pictures. Paint color to match the original Orange Yellow has been a pain and expensive, but the eyeball match Industrial Paint did turn out the best. Painting the wheel pants, three times to match the wing. Yellow needs a white base to pop the color

Al is my Tech Advisor, he looked at one of my freshly baking soda blasted and partially painted outer wing panel and said there was corrosion, get another one! This was after we failed the previous one with a bullet hole through the rear spar. Some of my parts came out of Algeria and Thailand where the T-28 was used in COIN action. Anyway, with the Virus I decided to tear the corroded wing apart, repair the corrosion and re skin the hail damaged top sheet metal. That's what I am doing now. Had to go to my friend Jack LaBounty, he is restoring the same airplane in Centralia, WA, he made a jig to make the leading edge sheet metal. I hope you get to see Jack's airplane at Oshkosh someday, it is a stunning project, 20 years?



That's it, see you soon,

John Gogol,

(The dedication to commitment is to admired to anyone that takes on the restoration of a 60+ year old War Bird! – ed)

Headset Jacks in Ashtray – Garry Matteson

While sheltering in place I took the opportunity to design mounting parts for a new intercom system that I will begin installing into N9955U this next weekend.

I wandered over to my local EAA chapter at 7S5 and met with Vince Homer and he showed me around and began to help create these parts for the installation of a Sigtronics 4-way intercom.

I will have the joy of using my electronic skill's I mastered when I was a young teenager to install the electronic wiring of the harness bundle that provides both power and the earphone and microphone headset jacks that will be housed in the milled part that will take the place of the old ash trays that were standard equipment the Grumman Cheetah's in 1977.

My A&P IA will inspect and sign off once completed and having the ability to speak with passengers will be much improved.



(That's a good use of ashtrays. I did the same thing in the back seats of my C-182, and might do that for passenger jacks in my '69 American Yankee project – ed)

Thanks to all that submitted Builder Reports and Tell-Tales this month. We will look forward to more updates next month!

