EAA 292
INDEPENDENCE OREGON
Taledragger September 2020

The next Chapter meeting for is planned for Sept. 12th via online broadcast. Information will be sent out prior the meeting.

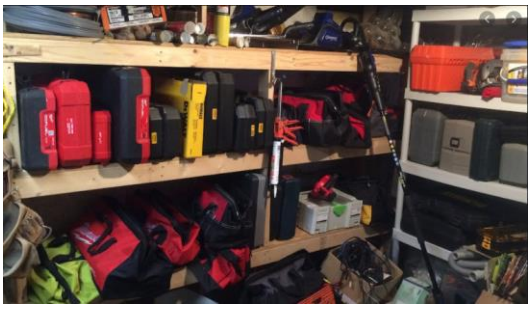
Annual Chapter Dues ($35)

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

President's Message

Never Enough!

I love belonging to Chapter 292 and living in the Independence Airpark! Of course, we are surrounded by interesting airplanes; some flying now, some flying soon, and some…well we won't go there! 😊 However, whether you're working on a plane, car, boat, flowerbox or toy, you are also surrounded by an abundance of tools and people who know how to use them! This is probably one of the only places you can ask a fellow member if they have a "11/63 electro-turbo-enfabulator" to borrow, and after they check their tool shelves, they ask "do you want that in black or chrome!" Before joining 292 and moving to the airpark, I was known as a real tool connoisseur in my old neighborhood in Lake Oswego, OR. After all, I was the guy who had the tools to build an airplane in my garage! Like others, I had basic shop tools and had purchased the mandated minimum list of additional tools that was recommended by Sonex for the completion of my build. Of course, that was for a simple pull-rivet (nearly) all metal design. After all, the website said "no special tools required" just ordinary hand tools. That list is similar to the list provided by Van's Aircraft when someone is preparing to build an RV, although the Van's list is more complete with rivet gun, squeezers, etc.. I'd heard the horror stories and dreaded working on my canopy, cowl and wingtips because they were acrylic and fiberglass, not aluminum. Of course, now I realize that it's really hard to use metalworking tools to form fiberglass! Only after joining our Chapter did I realize that for every hand-tool, there was an



upgraded power-version available too! As those old sayings go, "you can never have enough tools (or clecos)", or "he who has most tools…wins!"

As you travel from hangar to hangar, you'll notice that by looking at the tools, you can usually identify that builder's preferred material. When you go into a hangar, see a table saw, jigsaw, massive pipe clamps, and are overwhelmed by the aroma of spruce and mahogany, you're likely in a wood builder's hangar. On the other hand, when you see an oxyacetylene tank, steel table and an iron, that's likely a "tube-and-fabric" guy. That hangar will also smell like dope (the fabric type…not the weed!).

So, for those of us who work in multiple materials (which is actually most of us because aircraft kits today use a combination of everything), you need to have access to "other" tools outside your normal toolbox. This is where having fellow Chapter members, neighbors and friends comes in handy.

Did you realize that there is actually a National "Worship of Tools" Day? (I didn't either 😐) It's March 11th, every year. We may need to have a cake at our Chapter meeting to celebrate! (assuming we can have face-to-face Chapter meetings by then).

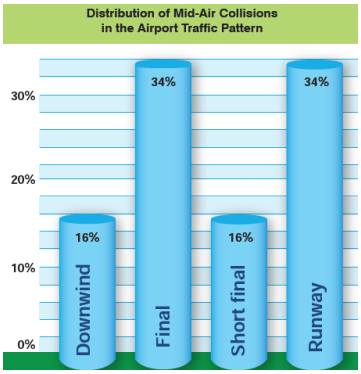
Lending Chapter Tools

Even though the previous paragraphs may seem like rambling (it is easy to get excited discussing tools), I was actually going somewhere with the thought. Chapter 292 has a variety of tools that can be loaned out. Chapter members John Coyier and Vince Homer are in the process of putting together a list of tools that can be checked-out from the Chapter. I expect the list to include most of the following: HVLP Turbine Paint Sprayer, foam cutter, engine hoist, borescope, aircraft scales, C-riveter, stands, chop saws, etc. We are going to try using a simple clipboard and self-checkout approach to see if it's sufficient. All we ask you to do is print your name, tool, check-out date and estimated return date. Hopefully, a simple system like this will be all we need. We'll look at other options if this one doesn't work out. John & Vince are trying to have this in place by next month's meeting.

Using the Red Truck…What NOT to do!

When people offer up tools and resources, it's bound to happen that others will take advantage or abuse the situation. That's what has been happening with the Red Truck. Years ago, Henry Bartle made the truck available to Chapter members so that they could discard large, awkward items that could not go out in the weekly trash collection. Over the past few months, we're starting to see a pattern of trash being dropped off "behind" the truck like a dump pile. Looking in the truck, it appears that there's everyday trash including yard trimming/debris that could easily be picked up by Brandts. The Board is pleading with members for these 4 actions: 1) Don't use the red truck for everyday items or lawn debris, 2) if the truck is full, let someone (Board member, Henry, Henson, etc.) know so that we can arrange to get it emptied, 3) Offer to help empty the truck! The truck doesn't empty itself, so offer to ride along, spend the hour and assist with the emptying, and 4) Contribute a few $$ to the cause. Every time the truck is emptied, it costs the Bartles $70-90 (and going up). They have not been asking for compensation. It's not fair that they offer-up the truck as a favor, yet continue to carry the burden of emptying the truck and paying the dump fee. If we can't get this issue resolved, we'll simply ask Henry to remove the truck from the property and this convenient service will be gone.

Pattern Safety



This summer there have been an unusually high number of close-calls in the 7S5 pattern. In addition to this newsletter, I've asked that the FAASTeam document "Pattern Precision" be attached. We are having a lot of traffic, local, transient and training use 7S5 which is great. However, this is also a blend of high-performance, twin, light sport, glider, ultralight power parachute and even backpack "chutes" which can cause problems in the pattern. Plus, there are students, no ADS-B and even some no-radio equipped aircraft. You really need to fly defensively using see-and-avoid techniques. Don't make assumptions!

From the document: Did you know the majority of mid-air collisions occur at or near non-towered airports in daylight with good visibility? Collisions usually occur below 1,000 feet AGL and with aircraft traveling the same direction.

Although many GA aircraft are now equipped with ADS-B systems that provide additional situational awareness for surrounding traffic, pilots must still look and listen for traffic.

Pilots should always strive to be:

Predictable – fly published patterns and use standard entry/exit procedures
Aware – look and listen for traffic in the pattern
Proactive – announce your position and intentions in the pattern

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It'd be our worst nightmare to lose a friend or neighbor in a midair collision, but speaking with our Chapter Safety liaisons Mike Short and Robin Reid, they are starting to talk in terms of "when" it'll happen rather than "if." We need to do everything possible to prevent any accident from occurring. Please attend our VMC club meetings on the first Monday of the month where this is a recurring topic. We're also looking for anyone who has any ideas about improving the situation.

In addition, there is now a semi-permanent UAS/UAV testing zone just a few miles NW of 7S5. It's 4 miles in diameter from the surface to 4,000 ft. Mike Short had an encounter with one of these drones at 1,500 ft, and he commented that it was "Big!" Needless to say, a collision with one of these vehicles would ruin your whole day (or worse). Make sure you check the drone NOTAMS (DNOTAMS).

New Ray Scholarship Coordinator

Please congratulate and thank Debbie Origer for volunteering to be the Ray Scholarship coordinator for the Chapter. Deb stepped up on short notice after the resignation of Chuck West. Welcome back to the Board Deb!

Youth Activity Program Questionnaire

Earlier this week, Dave Ullman sent out an electronic survey form asking about members willingness to help out with the Youth Activities Program. The Committee is trying to determine how they can move forward this Fall despite being handicapped by the Covid-19 Coronavirus. Please find the link in your e-mail, or click on this link here:

https://tinyurl.com/y395628f

December Chapter Officer Elections

A reminder that we will hold our Club's election of Officers at the December Chapter meeting. We really need to know soon who will be willing to volunteer for a position. 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!

Chapter Board Meeting Minutes

Board Meeting 8/7/20 (My Thanks to Jerry Pryce for providing the minutes in my absence)

- On the call - Mike Kelley, Ernie Moreno, Mike Short, John Coyer, John Roberts, Steve Sands, Bob Schwarzler, Jerry Pryce, Vince Homer.
- Program for August meeting will be on Compression & Timing at Annual/Condition Inspection time.

- Mike discussed the need for video content for future meetings. The following were suggested as possible programs:
    - Viking Engines
    - Weight and Balance using two to three different configuration aircraft
    - Video presentation of the "Impossible Turn"
    - Aerodrome Aircraft (Robert Baslee)
    - BRS Ballistic Chutes
    - Hardware types/Torques procedures/Proper installation
    - Noise filters (Bill McLagan)
    - Antennas (Denny Fuhrman)
    - Fiberglass cowl for Chapter Zenith 701
    - Virtual tours of member aircraft
        - Ed Storo (Bristol Bulldog Replica)
        - Zenith 701 w/ Apex engine (Dwight Hoover)
        - Rans S7 (Rod Kerr)
        - 4 place Cub (Jim Oveross)
- Mr. Gizmo has a topic for this month's meeting.
- Mike Kelley had Mike Short elaborated on Safety topics concerning UAS operations near our area and the importance of precise and predictable traffic patterns at 7S5. Mike will present the aforementioned topics during the meeting tomorrow.
- Secretary's report was given by John Roberts due to absence of Rich Harrison – Total membership is at 199 with 24 Lifetime, 169 Regular and 6 Students. Mike Kelley commented that with more than half the year gone by we will drop those that have not renewed by now. John Roberts will keep the non-paying Family (8) and Honorary members records separate from the main list.
- Treasurer's report: John reported on the status of the chapter accounts.

- Youth – The September **Young Eagles Rally** is cancelled. **Youth Aviation Weekend** may be virtual. The **Youth Build 701** is still waiting on a cowling, still a chance that one may be received – otherwise will be made locally. **Youth Build RV-12** Bruce Patton has prosealed the fuel tank and is proceeding with the build in the absence of youth builders.
- Facilities – Vince Homer reported that sand blaster has been serviced and has a dust collector, ceiling noise attenuation is installed along with a new front door lock and ADA thresholds at two entrance doors.
- Builders Group – Pterodactyl should be ready for sale in September with the Kolb following in late November or early December.
- Special Topics – Robin Reid donated $2,500 from the sale of his Navion. Chuck West resigned as the coordinator of the Ray Scholarship; Deb Origer and Mike Ryer may fill in as interim coordinators.
- Tool Check-out – Need for a uniform check-out procedure was discussed. Steve Sands, John Coyer and Vince Homer will inventory tools and work on getting a list on our website.
- Long Term Planning – New bulletin boards are up
- New Hangar Project – Bruce Patton provided a write-up for the newsletter regarding the hangar. Mike Kelley said to get an idea of the new hangar size just add about 15 feet to Arrow Larson & Henry Bartle's new hangar!
- Newsletter – Jerry Pryce stated that Rich Harrison was appreciative of the newsletter input he's received and requested more articles and pictures.

- Mike mentioned officer elections and that chapter bylaw changes were still pending.
- Mike Kelley closed meeting.

Chapter Meeting 8/8/20

- Mike opened the meeting at 10AM and welcomed attendees.
- Mike gave a quick review of meeting etiquette.
- Mike Short gave a presentation on UAS activity Northwest of Independence.
    - Surface to 4000'.
    - Some are large and display "N" numbers.
    - Also operate at night.
    - Monitor MMV frequency and ADSB traffic.
- Mike Short also briefed pattern procedures as detailed in FAA AC 90-66B.
- Mike Kelley played a recent EAA Video Magazine.
- John Roberts gave both the Secretary and Treasurer's reports.
- Vince Homer gave the facilities report.
    - New dust collector on sand blaster.
    - New blade on band saw in main hangar area.
    - Let Vince know if there are any issues with equipment.
    - Vince will help anyone with projects requiring mill or lathe work.
- Mike Kelley mentioned that people are abusing the red van by placing inappropriate items such as grass clippings and other items that can be dumped at home.
- Dave Ullman gave the Youth Activities update.
    - Young Eagles cancelled for September.
    - Working on possible alternative for Youth Aviation Weekend.
    - Approved glider scholarship for Kristin Taylor.
    - Dave Hammond will attend EAA Academy next year.
- Mike Kelley played a Mr. Gizmo segment on a portable electric towel dispenser for the shop or hangar.
- Jerry Pryce gave a short introduction to the videos that he, Mike Kelley and Bill McCoy prepared for the meeting on the subjects of compression testing and engine magneto timing.
- Jerry Pryce requested that members continue to send input to Rich Harrison for inclusion in the newsletter.
- Mike Kelley thanked everyone and ended the meeting at 11:50.

Ray Scholarship Update

Kristin Taylor discovered she had a passion for aviation during a fourth-grade field trip to visit the Oregon National Guard in Portland. Sitting in an F-15 Eagle, she had a thought about learning to fly thinking it would only be a dream not a possibility. Then she took a Young Eagle flight at the Independence Airport and she knew it was not only her passion but her life's purpose.

She plans to attend the United States Air Force Academy and to graduate with a degree in Aeronautical Engineering. After four years at the Academy, Kristin will continue her commitment and service to her Country in the US Air Force by attending an advanced flight school to learn to fly the F-22 Raptor. She plans to pursue a career in the military. An alternate plan is to attend Embry-Riddle and participate in ROTC.

Dreams become reality with tenacity and, of course, a supportive family! One summer Kristin's dad, mom, and two younger brothers traveled cross country to attend AirVenture Oshkosh. She believes during this trip everyone discovered a love of airplanes and flying.

Kristin is fifteen and a candidate for the Ray Scholarship, valued at five thousand dollars, for obtaining a glider rating. She is currently a member of the Independence Glider Club and taking lessons. The Ray Scholarship will officially be awarded in September then she will have one year to complete the rating and to meet the requirements of the scholarship.

A journey toward a dream, shaped by thoughtful goals and choices, begins with that first exhilarating and inspiring Young Eagles flight! And we, EAA Chapter 292, have the opportunity to continue inspiring, supporting, and celebrating with Kristin.

Debbie Origer

Ray Scholarship Coordinator

Builder Reports

David Ullman and Vince Homer are truly the "E" in EAA

For the past 5 years, they have been experimenting with electric aircraft Propulsion Airframe Interaction (PAI). You may have seen Dave flying the JabirWatt last summer taking data. In the flyby image of the Jabirwatt, electric ducted fans blowing air over the top surface of the wing are increasing the lift by a significant amount. These 3kw motors are not sufficient to power the aircraft. They only demonstrate the ability of propulsion to also influence the lift on the wing.

This work has led to one issued patent and another in process. It has also resulted in partnering with CubCrafters Inc. This partnership was awarded a NASA grant in August 2020 to develop some of the technology into products. Stay tuned for more details as they are made public.

Pietenpol Update – Jake Schultz

Hello 292,

My 1931 Pietenpol project is in a hanger for the first time since the beginning of construction...! (I began it in my condo garage with the wings stored in my dining room!) Looking forward to building the wing struts so I can spread the wings.... :-)

Having fun and learning a lot...

Jake and Denise

(Ed – and a nice-looking hangar it is. We will look forward to watching the Piet get covered and sprouting wings!)

Jerry Pryce's Beech Sierra

My project is a 1975 Beech Sierra B24R. I purchased the airplane about 19 years ago after viewing it sitting on the ramp of my then home airport of Nut Tree (KVCV) in Vacaville California. The airplane had been sitting in front of the FBO shop for a month or so and, already being a partner in in a Beech Musketeer A23A (an earlier model in the "Baby Beech") made me curious. For those not familiar with the Beechcraft line-up, the Musketeer is a fixed gear airplane that was originally envisioned to compete with Piper and Cessna Training airplanes of the time. The Sierra evolved from the Musketeer line and is upgraded to include a 200hpLycoming engine, constant speed prop and retractable gear. Other nice features are entry doors on both sides of the fuselage and a full height baggage door on the left side of the fuselage that doubles as an entry door if the airplane is configured with the 2-place kiddy seat in back. The airplane is not fast for the horsepower, with a published cruise speed of 130kts. However, the cabin is a full two inches wider than a Beech Baron or Bonanza. As Mooney has proven over the years, wetted area is a key factor with respect to cruise speed performance.

Back to my first viewing of the aircraft… I was walking around the airplane and peering in the windows when a voice broke my concentration by saying "can I help you?" I quickly replied "Is this your airplane?" and he replied yes. I told him how nice I thought the airplane was, to which he replied "Do you want to buy it?" Now up to that point I wasn't even aware that the airplane might be for sale but the gears did start turning. In a quick chat I expressed my interest and we set up a time to view the logs and discuss price. A day or two later I stopped by the FBO to talk with the mechanic/owner of the airplane, Rusty (the same guy I had initially spoken with).

In my follow-on meeting with Rusty I discovered that just prior to my first viewing of the airplane it had spent a good portion of time operating for a Sacramento flight school. Like many retractable aircraft, particularly those at flight schools, it had a checkered past with damage history. In fact, the airplane had just suffered a partial gear up landing. In my quick viewing of the airplane I hadn't even noticed. Now, before you call my preflighting skills into question, you should understand that the Sierra main gear retracts outboard and up. During the incident landing the nose gear had been down but not locked and the mains were extended about 45 degrees. As a result, on touchdown the nose gear collapsed and the airplane rolled along on the sidewalls of the partially

extended mains. The result was a reshaped propeller, a scraped nose gear link, two damaged steps, a slightly bent exhaust pipe and 2 severely bruised egos. A quick call went out to Rusty who was doing all the maintenance and inspections on the airplane and he and another mechanic dispatched to the airport to recover the airplane. After a quick survey of the airplane, a strong back under the right wing was utilized to lift the wing and the right main came down and locked… however that released hydraulic pressure on the left side and the left gear retracted further, damaging the left wing tip and landing light cover. Further lifting of the left wing and the nose got the airplane on its wheels and mobile again. The propeller was removed, the propeller flange measured for runout. With the crank checking within limits for runout, a thorough inspection of the airframe and engine was conducted and a ferry permit secured for the short flight to Vacaville.

The owner of the flight school, in fear of losing his insurance, traded the Sierra and cash for an airworthy Piper Arrow that Rusty already owned. Thus, Rusty became the proud (reluctant?) owner of the Sierra. Rusty, like the current owner, intended to quickly get the airplane repaired and sell it. However, the pressures and duties of running a flight school and repair shop got in the way. Then came Jerry, a 45-year-old freight pilot on a new contact with improved pay and a set of rose-colored glasses. After a thorough inspection of the logs and an appraisal of the airplane I was able to secure a loan. Unfortunately, about 8 months later, just a month prior to 9-11, my airline was shut down and my 9 ½ year employment ended. I was didn't have a proper job for 4 months and survived through piece work and a fortuitous ability to refinance our house.

About a year and a half after my former airline shut down, I was back in the airline industry and approximately 8 months later we purchased our home in the Independence Airpark. I ferried the Sierra shortly after we moved in and then she sat. With "gentle" coaxing and help from Ernie Moreno the engine was removed for the required sudden stoppage tear down inspection. I sent the requisite parts, including case halves, crankshaft, etc., out for inspection and reconditioning as required. The engine parts then just sat around - sadly for years. About a year

and a half ago I started work on the engine in earnest after having the cylinders overhauled. So now rather than just a sudden stoppage inspection I have an overhauled engine. The engine is now installed on the airframe with some accessories, exhaust and baffling remaining to be done. I also stripped out the old carpeting and side panels and have replaced some instruments including the altimeter and airspeed. Unfortunately, during a biennial static system/transponder test it was discovered that I have a static leak and an encoder that is out of specifications. I have a new encoder that is yet to be installed because I need to rewire one pin on the connector that is different from the previous analog encoder. I have installed a uAvionix skyBeacon ADSB out left wingtip unit and am working on a field approval for a uAvionix skySensor ADSB in right wingtip unit.

In addition to replacing the interior carpeting and panels and the aforementioned work I will be doing an extensive annual inspection to bring Sierra 104DB back to life. I look forward to putting out a joyous completion update before the year end.

"Tell-Tales"

Photography – Deb Origer

Night photography can reveal the magnificence of the Milky Way, capturing what the unaided eye cannot see. Once in an isolated part of Nevada, I set my camera on a railroad track to capture a long winding curve that disappeared into the distance. When I edited this picture on my large screen monitor, I discovered and was alarmed by several animal carcasses scattered along the tracks!

Recently on a Saturday I positioned myself between the Independence taxiway and the runway to gain an advantage for taking pictures of the Independence Glider Club and the young students. Waiting for the glider and tow plane to take the runway, I spotted a beautiful yellow Grumman taxiing to the runway and noticed a young child sitting in the right seat wearing a headset. I thought, "Rich is taking a kid for a flight!" As Rich took off, I focused and panned on the plane and passenger. When I enlarged the pictured in my camera, I realized this was not a kid but Rich's special furry friend, Grumman, wearing a headset!

(Ed – closeup of Grumman Puppy judging my flying skills)