

EAA 292

INDEPENDENCE OREGON

Taledragger October 2020

The next Chapter meeting for is planned for October 10th 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

A Gracious Donation...Aircraft for Sale!

Chapter 292 has been blessed with a wealth of resources over the years. It's not a fluke that we are "Gold Rated," have one of the most active Chapters, and work out of one of the finest Chapter facilities in the country. Several contributing factors have been 1) the 7S5 Independence airport & airpark which has drawn industry experts from across the country to be members, 2) members who are looking at participating beyond just their personal aircraft or project, and 3) a non-profit revenue model that allows this Chapter to grow, and serve the community without putting financial hardships on its members. \$35 per year for a family membership is still a bargain! This model has primarily been centered on the "Builders Group" accepting donations of "tired" aircraft or unfinished projects, completing them with Chapter volunteer resources, and selling those projects & aircraft with the money from the sale going back to the Chapter. Let me be very clear...we are not making a profit. Any proceeds which are above and beyond the cost of the project itself, are invested back into the Chapter so that we can continue to provide the community services, such as scholarships and education, which have historically made our Chapter stand out across the EAA landscape.

Rarely, an opportunity presents itself that doesn't fit the definition of unfinished project or aircraft needing rebuilt. Recently a gentleman from EAA 1345 in Chapter Bend, OR contacted our Chapter about an aircraft donation. He'd attended some of our events over here, including the Jabiru engine class, and had been impressed with our organization. He wanted to donate a mint-condition flying Zenith 601 (more on the aircraft in a moment). His preference was to donate it to his own EAA Chapter, however they weren't organized in a way where he could donate it to them. Several weeks ago, he flew the aircraft from Bend over to 7S5 for Ernie and a group of Tech Counselors and members could give it a thorough inspection. The aircraft was beautiful and had good workmanship...despite his best attempts, there was nothing for the Builders Group to do! The donor was still disappointed that his EAA Chapter wouldn't benefit from the donation, so Board trustee Dave Ullman suggested a plan where EAA would accept



the aircraft, provide a tax donation letter to the donor, sell the aircraft and then donate a percentage of the proceeds back to his EAA Chapter. This was a “win-win” for all involved (Thanks Dave!)

Now for the best part! **The Chapter took possession of the aircraft on Sept 20th and we are making it available first to Chapter members and friends before we advertise it nationally.** The Zenith 601 is a Light Sport and can be flown by a Sport Pilot. It has ~700 hours of flight time, is powered by a 120 HP 6 cyl Jabiru 3300. It has a Dynon “glass” panel with ADSB in-and-out, auto-pilot, and it includes an iPad on panel for moving map, flight planning and traffic. It has all the suggested mods, bulletins, and ADs up-to-date. The plane has complete logs with very detailed documentation. It has been appraised at \$35K.



This could be a great plane for basic training, someone who is looking to own their first plane, someone looking to move “up” from ultralights, or someone looking to move “down” from more complex (but keeping much of the performance).



	Jabiru 3300 (110hp)
Wing Span	27ft
Wing Area	132 sq.ft.
Length	20ft
Horizontal Tail Span	7ft 7in
Rudder Tip Height	6ft 6in
Empty Weight	695lb
Useful Load	625lb
Gross Weight	1320lb
Wing Loading	9.85psf
Fuel Capacity	24 Gal.
Power Loading	11.8 lb/hp
Cabin Width	44in
Max Cruise (Sea Level)	138mph
75% Cruise @8000 ft (TAS)	160mph
VNE	160mph
VS1 Stall Speed – no flaps	51mph
VS0 Stall Speed – flaps down	44mph
Rate of Climb	1200fpm
Take-off Roll	500ft
Landing Distance	500ft
Range(standard miles)	662 miles
Endurance	4.8 hours
Load Factor (G) ultimate	+6/-4g

Published Specs



We will accept the best offer over \$30K. If someone in the club doesn't purchase it, we will then advertise it nationally. Contact Ernie Moreno for more details ewmoreno1@outlook.com or (503) 838-6878

EAA 292 Programs Reaching Far-and-Wide

If there has been a “silver-lining” to the COVID-19 epidemic, it’s been that we haven’t been limited to local speakers to attend our monthly meetings, and we have been able to coordinate with great presenters around the country! So far we’ve been able to have Paul Dye present his Subsonex personal jet, Kurt Robertson from Vashon Aircraft present the Ranger, and Barnaby Wainfan present “The 7 Deadly Sins of Aircraft Design.” Our goal is to mix internal member content with external to keep it interesting. With that in mind, we had Jerry Pryce present engine compression and magneto testing.

Looking to the future, we’ve got some great programs lines up so you need to make sure you mark them on you calendar!

October 10th – John Monnett, President, Sonex



November 14th – Dave Hertner, President - Fisher Flying Products



December 12th – Jan Eggenfelner, President, Viking Aircraft Engines



January 9th – Dwight Hoover, Zenith 701/Apex Power Project



February 13th – Eric Landry, Director of Marketing - Lightspeed



December Meeting and Program



Historically, December has been the month when we have a Holiday celebration party, welcome the new Board members, give out awards, hear from our Air Academy scholarship awardees, and generally reflect back on the year. Because this has been such an unusual period, the Board is still determining a plan for December. For now, we’re including a regular video meeting on December 12th. We’ll keep everyone informed as any plans come together!



Looking at “Low-and-Slow”

Speaking with many of our members, I’m sensing a momentum change in the type of flying we do. There is more of a desire to “enjoy” the flight rather than trying to get somewhere. This “low-and-slow” flying is going to be driving some of our meeting presentations and content going forward. We’ve already had the Vashon Ranger presentation, and some material on the Aerolite 103. In November, the Fisher Flying Products practically defines low-and-slow for low-cost fixed-wing aircraft. If anyone has contacts in the ultralight market, or trikes...please pass them along to Jerry Pryce or Mike Kelley. We’d like to get some of these companies lined up to present. Also, make sure you read the Tell-Tales story by Paul Orsini about the Excalibur. It’s not an ultralight but looks like it’d be a “hoot” to fly! We’ll try to get some updates from Paul.

November Chapter Officer Elections



I'd previously misspoke (mistyped). This is a reminder that we will hold our Club's election of Officers at the November Chapter meeting. At our October meeting, we'll open up the floor to nominations. Those officers will be inducted in December. 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) Treasurer, 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!

Meeting Minutes

Chapter Board Meeting 9/11/20

- On the phone: Mike Kelley, Jerry Pryce, John Roberts, Ernie Moreno, Al Cleveland, Dave Ullman, Bob Schwizler, Deb Origer, Vince, Denny Fuhrman,
- Mike opened the meeting at 3PM.
- Mike went over the meeting presenters for the next several months.
- Dave talked about putting together some marketing material for upcoming meetings. He will work with Jerry.
- Mike discussed ideas of what to do for the December meeting. Different ideas were thrown out on what we can do.
 - As an estimate, if we held a Holiday party, 5 of the 15 members on the phone would attend (30%)
 - We could have a regular speaker program
 - Looking to make the meeting special, Mike suggested creating a video of member projects, say 2-minute videos that we can stitch together into a 30 – 40 min. program. Mike, Rich and Deb are going to collaborate on putting it together.
- Secretary Report – we are at 202 paid members for this year. There are still about 35 from last year that have not renewed, but we have been gaining new members.
- Treasure reports.
- Youth Report – Dave
 - 701 cowl is being shipped, this should complete this aircraft and make it ready to sell.
 - Dave is still working on a Virtual Teen Aviation weekend.
 - RV-12 – Al. Thinking about bringing in the kids in small groups to help on the build. The Finish kit has been ordered and should be here in 4- 6 weeks.
 - Ray Scholarship – Deb. Kristen Taylor has been awarded \$5,000 towards her glider rating.
 - Zack Lopez is also working on getting \$5,000 for a glider rating through the Ray Scholarship.

- Deb talked about working in the Chapter meeting room and putting up an information note board. Deb and crew put together a nice-looking display board.
- Facilities – Vince
 - Vince reported that there have been some issues with getting some folks to fully comply with the virus requirements. Vince will set up some disinfectant stations in the shop.
- Projects – Ernie
 - Tetractyl nearing completion, should be ready in a couple of weeks.
 - The Zenith 601 donation is going to get an appraisal. Dave sent out the contract proposal with the owner to the board. We are working to get the plane over here by the end of the month, as the owner is losing his hangar. 292 will sell the aircraft and the owner's home EAA Chapter will be getting 20% of the net proceeds.
- The board discussed the newsletter and the number of member submitted stories and pictures has dropped off a bit. Different story ideas were thrown out. We will continue to push for more content from our members.
- The Board also discussed bringing on additional board members, including a possible youth board member and lesson board members from other aviation groups like the 99's.
- Mike ended the meeting at 4:50pm

Membership Meeting 9/12/20

- Mike opened the meeting (conference bridge) at 10:05 AM
- Mike discussed the Do's and Don'ts of the conference bridge.
- Secretary and Treasure Reports
- Facilities report – Vince
 - A new step ladder was purchased
 - Vince will be installing disinfecting stations in the building.
 - Vince reminded everyone of the mask requirements while in the Chapter facility.
- Youth – Dave
 - 701 cowling is in shipment which will complete that aircraft and make it ready to sell.
 - Ray Scholarship - Deb
 - Kirsten has received \$5K toward her glider rating.
 - Zack is a candidate for Ray Scholarship, also for a glider rating.
 - Al talked about starting back up working with Youths on the RV-12 build on a limited basis
 - The RV-12 is still progressing. The finish kit has been ordered and should be here in 4-6 weeks.
- Safety - Mike Short discussed the issues with flying in smoke.
- Mike discussed the Board Elections that are coming up in November. Mike discussed the make-up of the board.
- Mike and Rich talked about the Taledragger and requested the members continue to sending in pictures, builder reports and stories.
- Mike introduced Barnaby who did a very interesting presentation on the "Seven Deadly Sins of Aircraft Design".
- Mike ended the meeting at 12:10
- At peak, 49 folks were seen logged into the call.

Ray Scholarship Update

Congratulations to Kristin Taylor!

Kristin is the second EAA Chapter 292 teen member to receive a Ray Scholarship. Kristin will have one year to complete her glider rating, although she is well on her way toward that goal. She is scheduled to take her written exam on October 12, 2020 and is spending quality time preparing with her instructor, Marici Reid, CFII of The Independence Glider Club.

Experiencing powered flight as a Young Eagle and learning to fly gliders, Kristin is developing a keen awareness of the importance of situational awareness of how far one is from the runway and height above the runway. She realizes that in a powered aircraft she could go-around and attempt a second landing, but not so in a glider!

Kristin has participated in the Teen Build Projects beginning with the Zenith 701 with mentors, Bill McLagan and Patrick Hatfield. Working with mentors, Al Cleveland and Bruce Patton, she is a member of the team building a Van's RV. She is looking forward to when it is determined safe for work resume on the teen build projects. Until then Kristin is concentrating on school work and studying for an important written exam!



New Candidate for Ray Scholarship for Gliders

A fascination with aviation began with an Independence Young Eagles flight at nine years old! Zach Lopez is now fifteen and a candidate for the Ray Scholarship for Gliders. The awarding of the scholarship will be announced October 10, 2020. Anticipating that Zach will receive this award, he will have one year to obtain his glider rating with instructor, Marici Reid, CFII of The Independence Glider Club.

Being homeschooled, Zach has had more freedom to follow his passions than if he had been in a traditional school. He is willing to work hard and to persevere as he strives toward a career in aviation engineering. Zach participated in the Teen Build Project during 2019 and is looking forward to returning to working with mentors on the build projects. Receiving the scholarship and learning to fly gliders and powered aircraft, will be an advantage to his chosen career path. He cherishes the opportunity and believes this will be an extraordinary experience.

Deb Origer

Ray Scholarship Coordinator

Builder Reports

T-28C Update

Beginning of August, put the match drilled center sheet on, checked the structure for oversized holes, drill the skin oversized for NAS rivets. Spent a lot of time looking at how to sequence solid riveting.

Took the fuel cell apart on the top side to buck most of the rivets.



Had to fabricate several bucking bars out of scrap tool steel to get in tight spots.

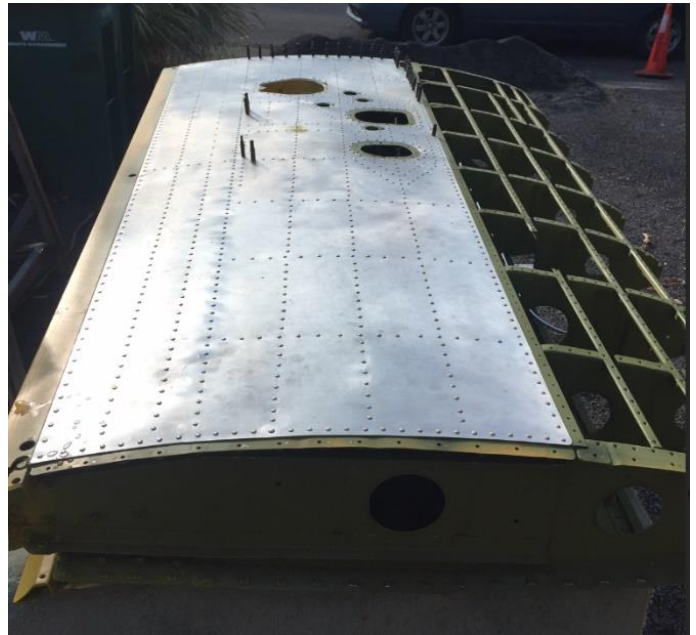
Enlisted my unemployed and looking neighbor kid Brian to run the gun.



I said to a buddy restoring his T-28C, we should have been surgeons or dentists! We look the part anyway!

It came out good, a few dings and smiles, some Cherrymax rivets in blind spots. Now onto the leading edge.

Thanks,
John Gogol

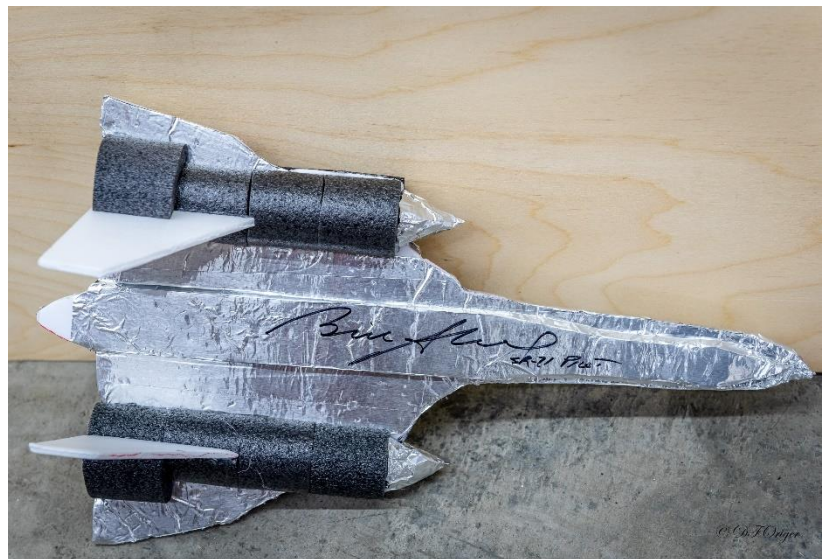


“Tell-Tales”

Brian Shul – SR71 Pilot

Deb Origer

This model of the SR-71 Blackbird is the engineering artwork of Anders Walter, our chapter’s first Ray Scholarship awardee. The model carries the signature of a man, who was left for dead after being shot down in Viet Nam near the Cambodian border, rescued by special forces, and med evacuated to Okinawa then to Kadena. He was critically burned. Brian Shul lost 61 pounds, going from 180 to 119. He made a decision before being sent to the Houston Burn Center not only to live but also to return to flying. He returns to flight status, passes the required astronaut physical, and becomes one of the elite pilots to fly the SR-71.



Anders and I attended Brian’s presentation at Northwest Aviation Conference and Trade Show in Puyallup, Washington. Sitting silently not far from each other, listening and experiencing the impact of Brian’s journey from two very different perspectives: Anders, a young man whose passion for aviation is manifested in his dedication to the Teen Build Program and preparing for a future in aviation; and I, a year younger than Brian, whose life changed forever when a classmate and friend volunteered for Viet Nam and did not return alive. Honestly, the Viet Nam era darkened my days until my nineteen-year-old brother safely returned from duty. Remembered sadness is like a book unexpectedly falling from a shelf; opened to a page of a time past.

Brian took us on his journey of making choices, perseverance, inspiration, hope, and gratitude for a life remaining. So, in these days of choking smoke and isolation due to Covid-19, a model airplane with a signature can be a reminder that blue skies and gentle winds will return.



Excalibur

Paul Orsini

There are on the order of over 200 Experimental aircraft one could currently build. Or so someone told me, I have no direct knowledge in that area.

Having just lost my wonderful Cessna Cardinal RG with Garmin everything, turbo, lights galore and oh yes, a cracked center spar, I decided to go in another direction. Since there was no AirVenture this year, and no aircraft to get me there, I trolled the EAA Experimental Aircraft Listing. After a long and eye-watering search, I decided on two seats, a pusher prop, Jabiru 2200 (80hp) engine and American made frame. That super cut left me with a viable four aircraft. The CGS Aviation Arrow-II, The Excalibur. The Quad City Challenger whatever. And the New Kolb Aircraft Mark-III Xtra.

Looking at the Kolb was easy to do as one is being constructed in our Chapter hangar. After almost an hour alone in the hangar, and not touching anything nor moving anything nor sitting on anything, I decided it was not the aircraft for me. I did have two interesting chats with the Kolb Factory owner, then voice mail/email went silent. Covid-19 was hitting that part of Kentucky.

Intense on-line work eliminated the Quad City aircraft, though there is a dealer in nearby Washington.

I did a crazy, two-week long, 7,640-mile car trip, that ended ten days ago. I spent two hours one-on-one, talking with the builder/owner of the CGS Aviation aircraft factory in Ohio. Nice guy. Interesting airplane. Not for me.

From Pennsylvania (where an unused 2200 engine was for sale, but due to the different nature of the owner, the deal fell through on the very last second, literally) I then drove down to Sebring, FL. I visited Tom Karr and his "Airplane Factory" on Tractor Road. (Hint, expect not much of a factory and you will not be disappointed.) Well, I plum got run over by the Tom Karr Charm. He has been making the Excalibur (Period. No different models, just slightly different aircraft sort-of.) over the last 23 years. He supports the first one he sold, and he supports all the ones he sold in-between. I was hooked, totally.

Why was I hooked. Tom has been making the same strong airframe for 23 years. A large variety of engines can hang on the top of his airplane. It is tandem seating with a concurrent smaller frontal area. The rear passenger/pilot sits higher than the front passenger/pilot. You can enter/exit from either side. It has a standard 10-gallon fuel tank (plastic or metal). I am also getting the optional two wing-tanks. Doors on or off, it flies more

or less the same. A nose wheel (actually two of them side-by-side for soft terrain) with a spring for landing hard. I gave up on tail-dragging when I sold the second of my Stinson's 108-1. The large mains are on a pivot with aircraft-grade shock cords eating up hard landings. No, I cannot haul as much as my Cessna 206 that I had for 19 years, but then I will not be going cross-country (by that I mean coast to coast) and will be sleeping most nights in my own bed. I am also getting a ballistic parachute. It will have basic VFR avionics with ADS-B in/out as I worry more about someone running me over than I do a head-on.



Excabur is, in short, an old man's flying motorcycle with a better view.

First Glider Solo Initiation



Marici and the Independence Glider Club crew celebrate Terrence Quinn's First Solo on his 16th Birthday! This is the best thing about the Independence Airport. Between our extremely active EAA chapter, a couple of busy flight schools, our new fledgling Flying Club, and the Glider Club, there is always something going on!