



The next Chapter meeting for is planned for March 13th online

Annual Chapter Dues for 2021 are due (\$35)

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

Or online registration is available through EAA292@gmail.com

President's Message

Looking Forward!

Wow this has been an interesting month! If you're like me, you can feel momentum and optimism growing as the numbers for the pandemic are beginning to taper off. Although we may never get back to where things were in 2019, we're all hoping that we'll soon be in a "new normal" where the rigid masking and social-distancing won't be required.

With that in mind, we are already planning for relaunching in-person, face-to-face meetings for the Chapter. This is being predicated on the virus continuing to decline, vaccinations continuing to increase, the ability for us to "safely" meet and comply with any health recommendations that would be in place at that time.



Our first "live" event will be Young Eagles day on June 12th. With the event only 4 months away, we expect that it will be smaller than YE events of the past. Of course, we'll probably still be masking, sanitizing and social distancing. Our new Young Eagle coordinator Cindy Woodworth is working up a plan and will be sending out information over the next several months. If you want to participate or have ideas how we can organize to run a completely "safe" event, please contact Cindy

cindywoodworth1@gmail.com (425) 457-0345. (Note: We recognize that some members will not be comfortable participating in this event. That's totally fine. Please don't feel pressured by the Chapter to do anything that you perceive will put you or your family at risk.

Our first "in-person" Chapter meeting is being planned for July 10th.

We're looking at holding an event similar to our meeting in 2019 when our theme was "Light Flight." Right now, we're discussing having most of the meeting outside, or the possibility of holding a

"hybrid" event where we would (try) broadcasting the event across video. We're also looking to include other area EAA Chapters and ultralights groups. With that in mind, don't miss our March Meeting which will feature an Afford-A-Plane presentation from Terry Adair <https://www.youtube.com/user/h4h98>.



February Meeting Comments:

I'd like to share some thoughts about last month's (delayed) Chapter meeting we held on February 10th. Because of the ice storm, the speaker (Jake Schultz) we'd planned for was unable to attend. After being unable to identify a replacement with short notice, the Board decided to try moving forward with an open format rather than cancelling

the meeting. I was amazed that we were able to fill the entire :90 minutes without a speaker. I really appreciated all the members who participated in the discussions.

In addition to the North Hangar Expansion project discussion (more on that below), a couple of other issues were identified.

- 1) On short (no) notice, we were unable to implement standard-rules-of-order and have a vote.
- 2) We didn't have enough members to constitute a quorum (what does that mean for a video meeting?)

Some of you commented that other meetings you've attended have had votes. In fact, we use video for our Executive Board meeting. So, I was caught off-guard when it was suggested we vote. After thinking about this a while, I think it's fine for certain casual "show of hands" counting when the outcome is nearly certain and known ahead of time. However, we have had some contentious votes where the voter would prefer to remain anonymous. For this reason, the Board will discuss it further, but I'm personally feeling opposed to it. What works very well is electronic voting via the internet. That actually leads to my second thought.

A member-required vote can't be held without a quorum. From our Chapter bylaws, Article VI, section 5.0:

"...A quorum shall consist of at least one quarter (1/4) of the voting-eligible Chapter Members attending in person or by written proxy but not less than 20 voting-eligible Chapter Members."

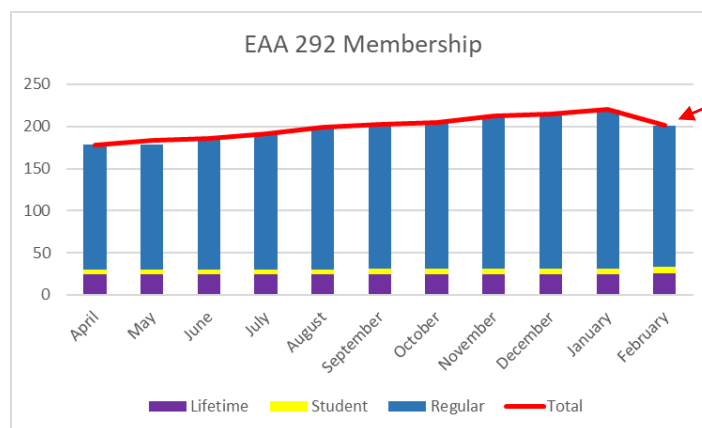


With our membership ~200, we need ~50 members attending to meet our requirements of a quorum. We can argue whether or not that's a good definition, but until it's changed in the bylaws, that's how the Chapter should operate. By sending out member required votes electronically, we are meeting our requirement of "written proxy" as long as there are 20 or more votes returned.

In general, "official" member votes are required to 1) Elect new officers, 2) Make changes to the bylaws, and 3) Approve spending of the Chapter's general funds when the expense exceeds \$1,000. I discuss this last, difficult topic a little later in my comments on the North Hangar Expansion.

Dues are PAST Due!

Thanks to everyone who has stepped up and paid their dues. We've made significant progress in getting many of our missing members renewed over the past two weeks!



Down ~20 members

At this point, we're about 20 renewals down from last year, and some of those are legitimate "drops." For those of you who have not paid your dues yet, there are 3 easy ways you can pay them:

- 1) Go to our website at <https://www.eaa292.org/membership-renewal> and pay with a credit card.
- 2) Mail a \$35 check to:
EAA 292; Chapter Treasurer
4803 Airport Road
Independence, OR 97351
- 3) Drop a check into the white “mailbox” next to the kitchen in the clubhouse.



Make checks payable to **EAA Chapter 292**

As a gentle reminder, you also be maintaining your membership in EAA National.

You can do that through this link <https://www.eaa.org/ea/renew-ear/renew-membership>

Lifetime Membership

We are re-energizing the Chapter's Lifetime membership program. For \$500 you can forget about ever having to pay your dues again! Plus, know that you're helping out the Chapter by providing up-front working capital for our various projects and initiatives. If you are interested in having simulator time, talk to Chuck West. There's a program that for \$1,000 you can have Lifetime membership and unlimited simulator time! To make this Lifetime fee change permanent, the Board is planning on modifying our Bylaws (which will require a member vote for approval).

We'd like to recognize our most recent Lifetime members, Zel Giles. Everyone knows Zel for the contributions he's made both in time, projects and equipment. Zel made the wind tunnel that we currently use for youth education. He's been involved in nearly all our events...especially the youth programs such as Youth Aviation Weekend. Of course, Zel also donated his entire tool shop which now constitutes the majority of our equipment in the toolroom. Thanks Zel!

Thanks to Jeanne's Flying Service!

Last month we announced that for the indefinite future, the Chapter would be contracting cleaning services for the bathroom and kitchen areas. I'm happy to report that so far, this has been very successful and the facility is much cleaner than it's been in a while! (No...we are not you mothers and not cleaning up your build areas!)



Without even a request, Jeanne Wildman (Jeanne's Flying Service, <https://www.flyjeanne.com/>) stepped up and volunteered to sponsor the first 5 months of cleaning! This is an incredibly generous donation and the Chapter is grateful...Thanks Jeanne! Please see Jeanne with any of your aviation training needs!

With Jeanne setting a precedent, we're now looking for other businesses or individuals to help sponsor this service. Our cost is \$150 per month, and any help that can be provided will be appreciated. And the donation is tax deductible!

Chapter Hangar Expansion Project

Thanks to everyone for a great discussion about the North Hangar Expansion projects. I know it feels like we are beating the proverbial “dead horse,” and I've heard members tell me “stop discussing and just get on with it,” but the Board feels that this is such a significant investment in our future that we really need everyone to be on-board.

Thanks to Dave Ullman, Henry Bartle and Bruce Patton who have put in the time & energy to pull this project information together. Let me paraphrase a lot of the discussion.

Even though we talk about the North Hangar Expansion, there are really 2 “semi-linked” projects:

- 1) Building of the basic physical structure, or “shell”
- 2) Definition of the rooms and updates of the existing facilities that we’d like to include.

The structure really only has 3 main choices:

- 3) Don’t build it
- 4) Build a “mirror” of the South-end project hangar
- 5) Completely enclose the remainder of the Northwest property leased by EAA.

Because the premium between options 2-3 was ~25%, the Board felt it made sense to focus on Option 3.

Should we build an extension at all? In my opinion, this is an easier question...and it also goes back to a funding/voting question. The Chapter had a Lancair 4P kit donated for the explicit purpose of building the hangar expansion. To date, these are specific, allocated project funds which are not part of the general funds. For this reason, the Board has shifted its position and determined that a membership vote is not required to get started. However, once those funds are consumed and general funds are required, a vote would be necessary. Obviously, this can be a “slippery slope.” For reference, think back to the last hangar expansion. There was no vote for every check written. There was a vote to spend up-to a dollar limit, and then it was managed by the Project team. The same is true for our Youth Activities. They have raised funds for which they are responsible and can spend with the approval of their own committee.

Currently the Chapter has taken in ~\$55K of payments for the Lancair and we still have the unfinished kit. Should the Chapter decide to NOT proceed forward with the hangar expansion, the aircraft would be forfeited, and the remaining funds (~53K) would be returned. By the team’s current estimation, the basic shell is going to cost between \$200-250K. The board has identified ~\$210K of funding, so we are really-close to covering the expense without raising more funds. I think it makes sense to do something, and the logical decision is for the larger footprint.

Where the board is at right now is getting enough information to define the shell, have the required engineering drawings completed, and then making the decision whether/how to proceed. In parallel, there needs to be an effort to address the functionality of the “inside.”

Bruce, Dave & Henry all have additional details that can be shared but I’ve made the decision to NOT include these as part of the newsletter this month. What the immediate need is to get a few hard-working volunteers together to sort out the ideas vs the realities. We already have the start of a good working team but are looking for a few more “consensus-building” volunteers. Please contact me (mike@kelley-group.com) (971) 570-1522) if you are interested in being part of this team. We are going to limit the number to just a small group so that it can function effectively.

We will continue to provide more details in the coming weeks. If you want to see a model of what’s being discussed, Vince Homer and Denny Furman have something mocked-up over at the Chapter clubhouse. Take a look!

Until Next Month,
Stay Safe & Blue Skies!

Mike Kelley
President, EAA Chapter 292



Meeting Minutes

Board meeting 2/20/21

- On the call - Mike Kelley, Chuck West, Dennis Fuhrman, Rich Harrison, Dave Ullman, Mike Short, Kristin Taylor, John Roberts, Jerry Pryce, Vince Homer, Al Cleveland, Ernie Moreno, Steve Sands
- Mike started the meeting at 8:33 AM
- Mike went over today's chapter meeting and future topics.
 - Mike has talked to Cindy Woodworth about trying to do something with Young Eagles in June. She is working toward that goal.
 - Mike suggested that we try to do our first in Clubhouse meeting in July. Suggested that we hold a "Light Flight" meeting with mostly an outside meeting. Discussion about different ideas and possibly do a hybrid meeting in (person / online).
 - Jerry said he has another possible presenter that could be used in June if YE is cancelled, or use later in the year. Dave said he could also do an update on his Electric Flight presentation. Ernie is also working on getting some Tech Consolers to conduct presentations.
- Mike discussed membership and the Lifetime Membership.
 - Zell was nominated for Lifetime membership, board approved unanimously.
 - Mike discussed the membership and those have not renewed. He divided the list up for board members to contact members and find out why they have not renewed and get them to renew if possible. Mike would like this done in the next couple of weeks. Currently there are 65 members that have not renewed from 2020 and 2019.
 - A discussion was held about future lifetime membership and the costs of that.
 - Jerry and others suggested that a fixed amount of \$500 be written into the bylaws. John added that if a member paid the current year dues and wants to upgrade to lifetime, the current dues would be applied to the \$500.
 - John proposed that Lifetime membership be revised in the bylaws to \$500 and if any dues paid in the current year would be applied to that. Approved unanimously.
- John covered financial stats.
- Dave – Youth
 - Dave has received interest in putting in the Youth Aviation Weekend, needs help to put it together. Kristin volunteered.
 - 701 flight testing – moving along, has about 20 hours now. Thinks it should be ready for sale in the March timeframe.
 - Al – RV-12 build. Looking to start moving forward soon with students helping.
 - Deb is working on and has gotten approval of the next Ray Scholarship. Will be looking for applications soon.
- Vince went over the display that he and Kristen are working on in the hangar with Vince's scale mock-ups.
- Mike discussed Oshkosh. He signed up the chapter for a lottery to get the chance host a chapter breakfast.
- Mike discussed the future Club Hangar expansion and funding.
 - While we have a fair idea of what the basic construction costs of the structure will be, the finishing costs are still not known. Discussions on the internal configuration are still ongoing.
 - A Membership vote would be required to spend over \$1000. A proposal that the engineering cost of \$7000 be spent to start the project is being put forward.
 - The board pretty much agreed that more work needs to be done in planning the complete project before going to the members.

- Mike ended the meeting at 9:59.

Chapter Meeting 2/20/21

- Mike started the meeting at 10:03
- Due to the rescheduled meeting, we lost our main presenter this week. Mike will be asking for folks to do Builder Reports
- Mike introduced Tony Beach with ODA. Tony is the airport manager for 7S5.
- John covered the finances of the chapter.
- Mike covered the membership.
 - Mike discussed the calling that Board members will be doing to those have not renewed.
 - Mike covered the Lifetime membership. It is being set at \$500. It is not a Tax Deductible, as you get value back for your membership. Mike announced that the board approved Zell as a Lifetime Member.
- Mike announced that Jeanie's Flying Service has donated \$750 to cover the cost of cleaning the meeting facilities for the next 5 months. Thanks to Jeanie for doing this!
- Vince and Kristin discussed the Mural project they are doing in the South Hangar. Vince's mock-up aircraft will be hung on the mural (B-25, P-39, and the ME-262).
- Dave – Youth
 - Planning for the June YE is underway if we can do it.
 - Dave is looking for volunteers to help with the Teen Weekend planning.
 - AI – RV-12 project. E-mails have been sent to the youth to try to restart the construction. The finishing kit has been received from Vans.
 - The Zenith 701 has about 20 hours on it now.
 - Mike said that Deb has put in the application for the Ray Scholarship and we have been approved.
- Mike Short announced we have a new Fast Team manager – Joe Mollohan, who works with member Curt Cowley.
 - Next VMC / IMC meeting will be more discussion of Runway incidents.
- Mike ran EAA National Chapter video magazine.
- Mike announced that EAA Airventure IS ON for 2021. He has put the chapter in for a lottery to host a breakfast and earn money for the chapter. Looks like a lot of people making plans to go.
- Mike discussed the North Hangar project.
 - Henry went over the cost estimates for the shell build. Discussion about.
 - Barbra put forward a motion to approve the \$7K for engineering, Dave seconded. Mike will put out to the members a vote to approve the expenditure.
- Mike discussed future meetings and plans to hopefully return to meetings at the Clubhouse by July.
- Builder Reports.
 - Paul Orsini – Discussed his Excalibur project. Talked about issues with shipping of parts from the factory.
 - John Horn – He sold his RV-12 project.
 - Rich Harrison – American AA-1 update. Panel about done.
- Mike talked about the Chapter Recognition program and how we are looked at by National as one of the premier chapters.
- At peak we had 39 members on the call.
- Mike Closed the meeting at 11:32



Builder Reports

First Flight Report! – Lyn Robertson

Here are a few photos from the first flight of my RV-14A, N76VY, on 20 Jan 21 at Corvallis. Al Cleveland was PIC and Steve Wheat was the photographer. Since then, I've put on about 11 hours as weather has permitted. So far, the plane has been flawless with no major issues noted. It's a real joy to fly. I'm still breaking in the engine but oil consumption appears to be stabilizing. I can't wait for better weather!



Excalibur Update – Paul Orsini



The continuing saga for Paul Orsini's Excalibur project and the challenge of getting parts shipped from the factory in Florida. Here are the second set of wings (the first ones were destroyed in shipping as reported in the November



Taledragger). This set came though intact, but the fuselage sustained damage.

This is where the tail feathers attach. The two receivers are steel, the rest aluminum.

He is working to repair this before continuing on. Hope this doesn't keep him from getting in the air soon!



Sale of the Pterodactyl

Chapter members Ernie, Jerry, Steve, Rich help Mark Mech, the new owner of the Pterodactyl break it down and load on a trailer for the drive back to Arizona.



Flying Adventures

Rumor has it that a Chapter Member just purchased a Swift on the East Coast. Stay tuned for a future Flying Adventures report on brining it home to Independence.....

Ice Storm!

Thanks to Tim Isaac for the photos of Robin's Beach, Citabria and also of the Luscombe.

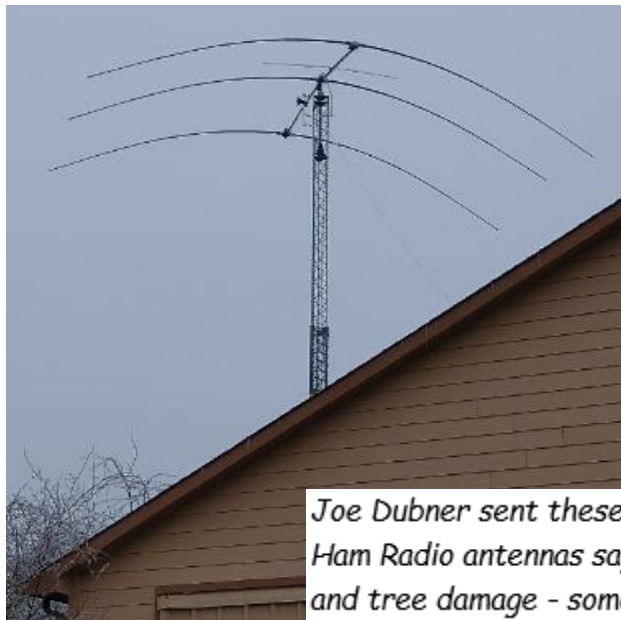


Jim Evens provided this photo of a King Air at KSLE



Vince sent this picture
of his frozen Mustang

02 13



Joe Dubner sent these pictures of Dave Martin's
Ham Radio antennas sagging from the ice load,
and tree damage - something we all saw a lot of.





If it's too cold for you outside, it's too cold for them outside
Please Bring them inside where they can be warm

William Higdon added the text to the Beach 18 photo.

Project 4 Sale

Osprey 2 Project For Sale

Major components framed out, i.e. fuselage, wing spars and ribs, elevator and horizontal stab.
One piece canopy with wing windows.
Two full sets of plans (with aircraft serial #) and manuals, including digital media for both.
Main landing gear welded and powder coated.
Contact Pat Hatfield at 503.689.3470
or plh9614@hotmail.com



*Sample of what this project could look like!
"Some Assembly Required"*

The "Death Cruiser"

By Capt. Gary Brown, Continental Airlines, retired

The first jet aircraft I flew at Continental Airlines was the Douglas DC-10, which we nicknamed the "Death Cruiser". The DC-10 was developed in the 1970's, competing for a dominant spot for the wide body market with the Lockheed L-1011. Both aircraft were a bit rushed into production, however, the DC-10 killed more passengers due to design flaws than any other airliner in history.



Our DC-10 "30" series had a gross weight of nearly 600,000 pounds, held a whopping 242,000 pounds of fuel, and even with that load, still carried over 80,000 pounds of payload. The engines were powerful for their vintage, 65,000 pounds of thrust each, and were built by a leading American toaster manufacture, GE, and were very reliable. (After all, have you ever seen a GE toaster quit working?)

The "10" flew like a big Cessna 182, smooth, predictable, and pilot friendly. The cockpit was roomy, electric seats, large windows, and quiet. Landing was a no brainer, the aircraft approached rather nose high, just slowly close the number 2 throttle as the numbers went under the nose, the aircraft would flare itself, as soon as the mains touched down, open the #2 reverser, close throttles 1 and 3, and when the nose touched, open the 1 and 3 reversers, taxi to the gate. It had a rather advanced (for its time) flight guidance system, and was so automated, we accused the Flight Engineer as a guy who "did walk-arounds between layovers".

The first major accident was on March 3, 1974. Turkish Airlines flight 981 departed Istanbul for a flight to London. Enroute, the aft cargo door "blew open". The sudden depressurization of the cargo area resulted in the flooring in the cabin to fail downward, "pinching" the control cables, rendering the aircraft uncontrollable. The DC-10 is controlled by the yoke and rudder pedals using cables to actuate hydraulic servos. The autopilot system uses wiring to send commands to electric servos operating the same hydraulic servos. Had the crew known more system knowledge, they could have saved the aircraft with one finger, put the flight guidance system into "Command" and fly and even auto land the aircraft using the flight guidance system. 346 passengers and crew never reached their destination. The cause was compound. The cargo door is held closed by several "hook" type latches that roll over a securing bar, however there was spring play in the latch handle, allowing it to be forced to the latch position with the hooks riding on the security bar, and not around it. The cargo door was approximately 102" high by 140" wide, a total area of around 14,280 square inches! At altitude, there is an 8.5 pound per square inch differential on every pressurized area of the fuselage. This equates to a total force of 121,380 pounds of pressure trying to blow the door outboard! Douglas redesigned the system to remove all spring from the latch mechanism, installing viewing ports to verify the proper security of the cargo door, and installing "blow out" panels in the cabin floor, to prevent collapsing in case of differential pressure between the cabin and cargo areas.

The second major accident was the American Airlines flight 191 on May 25th, 1979. Improper maintenance practices of removing engines with the pylon attached from the wing caused cracking in the attachments. Shortly after takeoff from Chicago, the #1 engine and pylon separated from the aircraft, the resultant loss of hydraulic pressure caused the leading-edge slat on the left wing to retract. The flight director system reacted to the loss of thrust and commanded the pilot to raise the nose to maintain "V-2" speed, which would have resulted in a successful one engine inoperative takeoff had the slat not retracted. 271 passengers and crew

were killed, resulting in Douglas re-designing the slat mechanism to keep it deployed unless commanded to retract hydraulically, and issuing revised instructions for proper engine removal.

The third major accident was the United Airlines flight 232 on July 19, 1989, where a loss of all hydraulics rendered the aircraft almost uncontrollable, which made a crash landing in Sioux City, Iowa, 112 passengers perished, but 184 passengers survived. The only point in the aircraft where all three hydraulic systems are vulnerable is in the forward area of the #2 (tail) engine. Investigators determined there was a minor casting flaw in the N2 engine first stage fan hub, which went undetected for several maintenance events. When the flaw became a crack, it quickly and explosively caused the fan section to fail, and exit the engine, cutting all three hydraulic lines. The DC-10 has engine driven hydraulic pumps, electrically driven pumps, even a "Ram Air Turbine" that can be deployed to power a generator for an electric pump, and can even be cross pressurized using reversible motor / pumps. However, with the loss of total hydraulic quantity in all three systems, the aircraft was rendered uncontrollable hydraulically.

The crew, including a first-class commuting Captain, fought the aircraft using differential thrust from the two remaining wing engines, advancing and retarding both together for pitch, and differentially for roll. The asymmetrical drag of the blown open #2 engine cowl caused additional control issues, and just before touchdown, the aircraft began to roll, and cart wheeled during the landing. Douglas redesigned the system with a protective plate over the vulnerable area. Douglas (later to become McDonald Douglas) re-designed the aircraft and added several feet to the wings and fuselage, creating the "MD-11". McDonald Douglas was subsequently purchased by Boeing. The MD-11 fleet type did not offer anything to the marketplace that the existing B-767ER couldn't already provide, and dealt the demise of MD-11 production.

We transport pilots often marvel at the quality and reliability of the machines the manufacture supplies, and rarely find an issue that cannot be dealt with in flight, or at the very least, survivable. In the rare cases above, that was not to be.

Fly Safe!

Gary

