

EAA 292

INDEPENDENCE

OREGON

Taledragger



May 2020

All in person Chapter Meetings are cancelled until further notice. Watch for future info on a Virtual Meeting being planned for May 9th.

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

Tale or Tail...that is the Question! Presidents Log...Day 41 of the "lockdown." It has come to the Board's attention that some of our members are upset and have resorted to "popping Tums" about the last several editions of the newsletter. The highest priority of the Board this month was to resolve the name of the newsletter to be "Taildragger" or "Taledragger!" Hours of arguments were held with both sides presenting their cases. The major arguments came down to this: "This is an aviation newsletter, therefore the name MUST be Taildragger...like the airplane!" The counterpoint was "The newsletter is just a bunch of old hangar-flyers, telling stories and reminiscing about the past...therefore it MUST be Taledragger, like Tall Tales!"



OR

There I was with 3 engines out, in the clouds...



In the end, we forgot what we were arguing about and agreed to just go back to the way it was before. *(remember the comment about not letting go of the past?)*

May Meetings: OK – We're all going stir-crazy being sheltered in place. We've decided that the Chapter 292 members need some entertainment (I really meant to type "Content and Education"). In May, we are going to try to hold the general Chapter meeting and the VMC/IMC meeting via Video Conferencing. So, if you have a computer, tablet or smartphone, you'll be able to "see" the meeting. If you have speakers on your device, you'll be able to "hear" the meeting thru the device. If you have a microphone on your computer, you'll be able to ask questions or speak. Also, for those of



"Okay, who invited that clown to this meeting?"

you who have webcams in a laptop or on a PC, they almost always include a microphone. For those of you without the previous capability, we'll provide a telephone number for you to call in on. Now might be a good time to go get a webcam to attach to your PC. They can be found at most retail stores and start ~\$25. (BTW – Board members are willing to help you set up a camera and get this video conferencing working if you are struggling, just let us know!) And, if you are still using a flip-phone, you might want to wait for the video to come out!

August Fly-In Status: There are a lot of you who are asking about the status of the August Fly-In. At this time, we have not made a decision about whether to go forward or cancel. We have heard that Arlington has cancelled their event. We expect a decision about Oshkosh to be made in May. Although undecided, there's a feeling that we'll follow suit with National. If Oshkosh cancels...we'll cancel. If Oshkosh is held, we'll hold our too. Then the decision becomes how large is the scope of the event? Will social distancing still be in-effect? Do we hold dinners? Do we have a STOL Expo? There are a lot of questions that we don't have answers for at this time.



Teen Aviation Weekend: On a positive note, Chairman Dave Ullman reported that he had a dozen teens sign up for the Teen Aviation Weekend before it was indefinitely postponed. We're hoping that when the event is rescheduled, those youth will still be able to attend, and that we'll be able to add some more!

New Hangar Expansion Project: Last month we reported that Bruce Patton had volunteered to lead the North Hangar expansion project. Bruce has been busy getting his hands around the project, and has come back with some fundamental questions like: "Why are we doing this?" "What are we trying to accomplish?" and "How are we going to pay for it?" Now you know why Bruce is the right guy for this job! In all seriousness, we are still putting together the survey to assess the members input about the project. There are a wide range of options and we want to make sure that every member's input and opinion is considered; especially if there is the possibility of the Chapter taking on any debt!

Independence Youth Flying Club: Some of you have helped out over at Henry Bartle's hanger either bringing the Cessna 172 there, reinstalling the wings or helping Richard Hill with the replacement of the engine. This aircraft is being purchased for the Independence Youth Flying Club (IYFC). Let me emphasize, this is not an EAA Chapter or EAA National activity, although we're happy to see it being formed. The goal is to provide potential future aviators with a low-cost platform for initial training. The IYFC will be coordinating with Jeannie's Aviation to make sure there's no perceived competition and that this organization provides a win-win-win all the way around (a Win for the student, a Win for Jeannie's Aviation, and a Win for the club!).



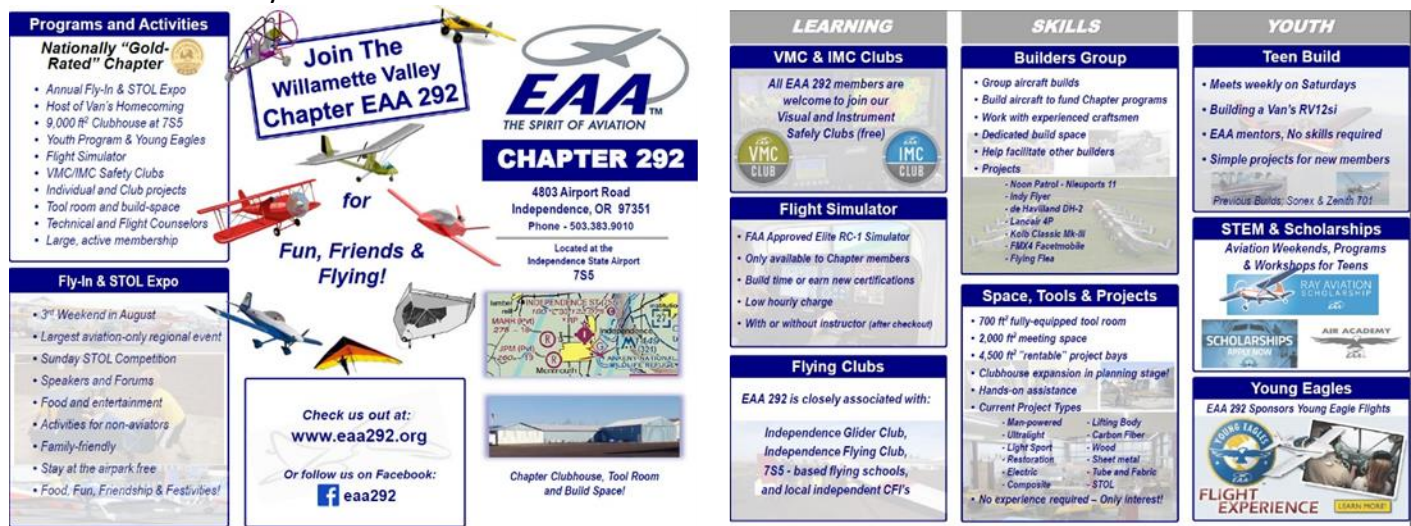
Local aviators will have an opportunity to join this club, but stand-by for more details. There is also some late-breaking news...Ed Hannevig's family has also graciously donated Ed's Piper Cherokee 140 to the club. So, we're going to start off with two great trainer aircraft hopefully available for club members at a very affordable rate!

New Member Packet: Several years ago the previous Board...under Al Cleveland, recognized the need for a packet of Chapter information that could be given to Chapter guests or new members. It took us until now, because there was some time available due to the lockdown, to come up with this!

The packet will contain:

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| 1) The "new" EAA 292 flyer | 5) Nametag form |
| 2) EAA 292 Membership application | 7) Fly-In Poster |
| 3) EAA National brochure | 8) List of officers & Counselors |
| 4) EAA National Membership App | 9) EAA 292 FAQs |
| 5) Member "talent" survey | |

If you haven't seen it yet, the new Chapter flyer is a 2-sided tri-fold that looks like this. We'll get it posted on the website so that you can download it.



Front & Back of the new Chapter 292 Tri-fold Flyer

Airport Fencing: Some of you have probably seen the surveyors taking measurements and location stakes around the various taxiways. Although slowed-down by the Coronavirus, the ODA is undeterred to install fencing around the perimeter of the 7S5 airport. This will include completing the West side, fencing in the North end and between all the perimeter buildings on the State property, including the EAA Chapter clubhouse. I've requested plans or sketched from John Wilson at ODA, but so far, they are unavailable. The good news is that the original plan for a fence down the drainage ditch separating the airport from the airpark has been permanently removed from the State's plan. We'll distribute the drawings as soon as they are available.

Meeting Minutes

Board meeting 4/24/20

- Joining by phone or remote connection... Mike Kelley, Rich Harrison, Jerry, Al, Mike Short, Steve Sands Dave Ullman, John Roberts, Bob. Vince joined late.
- A Discussion was held about holding a remote General Membership meeting in May (dial-in). Also plans are to record the meeting and possibly send out a link so people can watch it.
- Different ideas about how to fill the content of the meeting were put forward.
- Mike K and Mike S will attempt to put together a video to put out for the VMC/IMC club meeting for next month as a remote meeting.

- Membership report – 183 total paid members including 24 lifetime and 6 students. There are 50 members that have not renewed from 2019.
- Treasure report

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
Bank	
Checking	\$ 6,368.41
Main	\$ 76,709.45
Cash	\$ 100.00
Total Bank	\$ 83,177.86
less special groups	\$ 59,372.89
Total avail funds	\$ 23,804.97

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- Dave – Youth update
 - Teen weekend delayed. We had 12 kids lined up.
 - Youth build, on hold (but some work on the plane moving forward).
- Facilities – fencing between the buildings on the airport along the ramp coming soon. Robin Reid has arranged to build a fence between his hangar and EAA as we want it done to our specs before the State does it. He has agreement with the Airport Manager to proceed.
- A discussion was held on the name of the newsletter. The Board decided to go back to the name Taledragger.
- Chuck West has volunteered to take over the STEM and Ray Scholarship. We currently do not have a candidate for power but one candidate is old enough for a Glider scholarship that might be looked at.
- Mike discussed the Endowment Fund and steps to move forward. We would need to have \$25K to start. Mike discussed do we try to raise funds or just hold off until we have a donation. It was decided to hold off until we have a need to set it up.
- The new building was discussed, the financial aspect of the new hangar was discussed.
 - Any decision on a new building was deferred to the Board Planning meeting that is planned to be held in the next few weeks.
- Mike discussed the Independence Youth Flying Club that is being formed around two donated aircraft. This will not be associated with the EAA chapter and this will be done in coordination with Jene's flying service and the other flight schools.
- Mike went over the new member form and the survey that he would like to put with it.

Mike went over the New Member packet he is putting together.

Builder Reports

RESTORATION OF 1946 TAYLORCRAFT BC12-D (N96037)

Marilyn Husser

Jon and I decided in May of 2013 that we wanted a Taylorcraft to fly under the Light Sport provision. This was prior to Basic Med coming on the scene. So, we went shopping and bought a slightly bruised Taylorcraft (96037) in Missoula and flew her home to 7S5. We wanted a good flyable airplane, not a project, and that is what it was. We had a great summer trying to relearn taildragger behaviors. It had been 30 years since our previous T-craft. By August, we had achieved some success. Then, one day after breakfast in Albany, a quartering crosswind at 7S5 tested our skills and quick as a wink we had a Taylorcraft project. By the end of the year, the T-craft was in boxes and stored beside our Bonanza. We thought it would be better to enjoy flying the Bonanza and decide what to do about the Taylorcraft later.

Early in 2014 we decided to do a total restoration of the T-craft and began preparing parts. Luckily, the airframe was straight, and we sent it out for sandblasting and powder coating. We had decided to put a C85 engine in and purchased the STC from Terry Bowden. We installed the main gas tank and seat sling right away. Then, took an extended break, with occasional work sessions in the hangar. It wasn't until 2017 that we got serious again.

Jon began installing cables, brakes, wood stringers and other parts that needed to be in place prior to doing fabric. In removing the old fabric from the wings, we found longitudinal cracks on 3 of the 4. We had them replaced and modified in accordance with the C85 STC. We met Glen Schweizer in April and found that he was interested in doing part-time restoration work. He worked with Jon every weekend for much of the year. The project was coming alive and we thought there was hope that it would one day fly again. In August 2017 we bought a Cassutt Racer project because it had a C85 engine, zero time since overhaul. Within a week, the engine was in our hangar and the Cassutt was on its way to Washington. Net cost of the engine was \$1500. By the end of the year, we had acquired all the materials needed to do the fabric work.



2018 got off to a slow start, Glen was involved in another project and wouldn't be back until March, Jon and I took a trip to Belize, 2/23-3/10. When we started again, it was all hands-on deck and we began putting in some long days doing fabric work. Loved the ironing part! We took time off to fly on the Oregon Air Tour, then back to work in August. When everything was nice and pink, we had another interruption. Jon was scheduled for bypass surgery in two weeks. It didn't seem like a good idea to leave it sitting at that stage; so, we moved ahead and managed to get the final paint on by the end of 2018. Fortunately, Glen and I had the help of his companion, Valeta Weaver for the heavy sanding part.

Work began again in April of 2019. Lee Nielson joined us virtually every day and between his efforts and Robin's guidance, we were able to make good progress on the Taylorcraft. The help and encouragement of so many friends, neighbors and EAA members was incredible. We couldn't have completed the project without their much-appreciated help. On February 5, 2020 Robin Reid returned N96037 to service. She has gained a little weight, from 773.2 empty (gross 1200) to 859 empty (gross 1280), but everyone tells us she's a beautiful little Taylorcraft.





Jake Thiessen has been ground testing his scratch-built **Thatcher CX-5** and working up to first flight.

Pietenpol

Jake Schultz

Denise and I are familiar to a few of you around Independence. We're members of 292 because we are actively looking to relocate from the Seattle area. We've touched base with many of you over the past couple years. Denise works in the wine industry and as a nanny for a couple in Issaquah. I have been in Product Development at Boeing for 33 years and split my time between engineering and serving as a Boeing Associate Corporate Historian. (I also wrote a book on Molt Taylor's Aerocar and did a talk at 292's chapter meeting a number of years ago.) I've been in EAA since 1978 and am currently the Secretary of EAA 441. For the past 11 years I've been building a 1931 steel-tube Pietenpol so here's an update.....

I received my custom prop from Alaina at Culver Props in Missouri. It looks beautiful. She was most familiar with mahogany so that is what it's made of. I couldn't leave well enough alone (because I originally wanted it to match my existing veneer) so I have ordered a SECOND one made out of Bubinga (aka African Rosewood) and that one will match all the other woodwork on the plane. I will have one for primary use and another as backup/show.



I made mockup brake lines (out of coat hanger wire) and then had stainless steel braided brake lines fabricated by North Sound Hose and Fitting in Everett. (I HIGHLY recommend them!) Then I routed the lines between the brake cylinder and the brake calipers which are still in their temporary position. I decided to run the lines before I set the final position of the calipers. This is turning out to be a much better sequence of operations than I had originally planned.

Denise and I took an opportunity to "self-isolate" ourselves in our camper a few weeks ago. We went on a road trip from Issaquah to the Hood River WAAAM (Western Antique Airplane and Automobile Museum) and stayed at the airport. The museum was open but there were only about a dozen people there, including several who were coming in as we were leaving. As many of you know, it's a BEAUTIFUL place. They have 3 1/2 acres of planes/cars in four buildings. The founder, Terry Brandt was present that morning and we had some nice conversations throughout our visit.



I also flew up to Anacortes to see the progress on Elton Hanneman's Pietenpol. He bought one that was built in Arkansas. It flew well on its first flight but the landing gear collapsed on the first landing. (It turned out there was almost no penetration on the landing gear welds!) The incident put the Piet on its back and he is now building an entirely new fuselage. He is also building the Ford Model B engine for MY project. (He has built four Pietenpol

engines over the past forty years or so.)

It's also been nice to touch base with Ernie Moreno, who is replacing the engine in his Pietenpol with a Model A.



Having a lot of fun and learning a lot....!

Jake and Denise Schultz

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.

Pictures from around the Chapter Hangar

