

# EAA 292

INDEPENDENCE

OREGON

Taledragger



November 2020

The next Chapter meeting for is planned for November 14<sup>th</sup> 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

### Working Through it...

Call it a funk, mood-swing, depression, whatever you like...we've all been there. You've emotionally "hit the wall" and you feel like everything is stacking up against you. This can be work, flying, relationships, projects, etc. As a builder, we are especially susceptible to this problem. How many times have you asked yourself "Am I every going to finish this project?" How many "insurmountable" problems have you encountered? It's easy to just close the workshop door and walk away, but the thought of that unfinished project or task will hang over you...weighing you down. Sometimes this mood-shift happens when you've taken too much on, or maybe it's when the required task is currently above your skillset/ability.



Right now, I think we're all feeling a little depressed because of the constant negative atmosphere concerning this Covid epidemic and our lack of social interaction. I'm not a "shrink" but I can share with you some of the tools I've been using to power through some of these periods. 1) If it's not important...decide to not do it. There's nothing like intentionally getting rid of work! 2) Do a little bit every day. Someone told me long ago, if I didn't feel like working on my project, then sweep the floor of the workshop or organize the hardware, or just do something that moves the project forward a little...even indirectly. 3) Make a plan or list. Sometimes taking a big job and breaking it down into smaller pieces not only makes the task appear more feasible, but you'll feel good about getting organized and also having a plan to execute against. Me, I love making "to-do" lists in Excel. I try to break each big job down into the smallest doable task, and then I sort them by schedule. There are some really-nice (and free) online software tools to help with this now too. I'd recommend Microsoft's free "To-Do" task manager. 4) When really desperate, Google your particular project and get inspired by seeing others who have finished (however, don't get sucked-up into watch too many cat videos), 5) Lastly, when all else fails, go shopping and buy yourself a new tool for your workshop or gadget for your plane. That's almost guaranteed to get your endorphins pumped-up!

BTW – If any of you are stuck on your airplane project and don't see ever getting it finished, the Chapter would be happy to receive it as a tax-deductible, charitable donation. That would be a complete "Win-Win." The Chapter would have a project to finish & sell, and you would have one-less thing to fret over. And both of those would make you feel a lot better! 😊

**VMC-IMC Club**



I wanted to add in a few comments about our very successful VMC-IMC Club. We kicked this activity off more than a year ago. Mike Short took the reigns and has done an awesome job providing content and leading the meetings. At the first meeting, we had about a dozen attendees, and we viewed that as very successful! Before we went into the Covid lockdown, we were seeing 2-3 dozen attendees at the meetings. Part of this was because of the decision to include IMC activities. Now, Mike and I understand that part of the value in these

meeting is also the “social” aspect of getting together and “hangar flying.” However, even through the lockdown and being forced to resort to video content, our attendance numbers have remained strong. I think this represents the value that members are getting out of this program...even beyond the friendly conversation and snacks! Thanks to Mike who continues to drive this valuable program, and for those of you who haven’t attended, come and join us the 1<sup>st</sup> Monday evening of every month at 7pm! *(Also, attached with this newsletter is an FAAST Team safety bulletin about post-maintenance Inspection)*



**EAA 292 YouTube Channel**

After several years of collecting videos and multiple months of video meetings, we’ve finally gotten around to setting up our Chapter’s own YouTube channel. You can find it by searching for “**EAA 292 YouTube**” using your internet search tool. Right now, the material is still being uploaded. However, you can find some of the Chapter meetings that we’ve managed to record. Despite the epidemic, so far we’ve had some great speaker programs. Going forward, we’re going to attempt to record ALL the meetings when possible. Here are the links to the meetings.



Month	Speaker	Topic	Link
May	No specific	General Topics	<a href="https://youtu.be/9_13Rnn--yA">https://youtu.be/9_13Rnn--yA</a>
August	Jerry Pryce	Compression and Timing	<a href="https://youtu.be/tZKyZ4bKW_I">https://youtu.be/tZKyZ4bKW_I</a>
September	Barnaby Wainfan	7 Deadly Sins of Aircraft Design	<a href="https://youtu.be/ybOUe_359Ec">https://youtu.be/ybOUe_359Ec</a>
October	John Monnett	Sonex Update, Sonex Aerospace	<a href="https://youtu.be/OMSPuQm4ylc">https://youtu.be/OMSPuQm4ylc</a>

Our plan is to have a table like this also on our website [www.eaa292.org](http://www.eaa292.org) for easy access!

**Upcoming EAA 292 Programs**

Looking to the future, we’ve got some great programs lined-up so you need to make sure you mark the dates on your calendar!

**November 14<sup>th</sup> – Dave Hertner, President - Fisher Flying Products**

**December 12<sup>th</sup> – Jan Eggenfelner, President, Viking Aircraft Engines**

**January 9<sup>th</sup> – Dwight Hoover, Zenith 701/Apex Power Project**

**February 13<sup>th</sup> – Eric Landry, Director of Marketing - Lightspeed**



**November Chapter Officer Elections**



**Plan A** - We would normally hold our Club’s election of Officers at the November Chapter meeting. At the October meeting, we opened up the floor for nominations. Officer positions up for nomination are: 1) President, 2) Vice President, 3) Secretary, 4) Treasure, and 5) 3X Trustee positions. Unfortunately, there were no nominations for ANY positions 😞. We know these are trying times during Covid-19, and getting anyone to volunteer for anything is difficult

**Plan B** – Anticipating this could happen, the Board came to an agreement that if all the current officers would stay on, we’d all be willing to serve the Chapter for another 2-year term. Prior to the November Chapter elections, we’ll send out an e-mail soliciting your electronic voting ballot (no mail-in ballots for us!).



**Virtual National EAA Chapter Leader Training**

For all current or potential future Chapter members, join EAA Chapters department staff members for six weekly Chapter Leadership Training Webinar sessions designed to help you improve your chapter and to learn about the many programs available to chapters from EAA HQ. Whether you're interested in learning about how chapters succeed, the variety of resources made available to chapters by EAA, or having the opportunity to simply ask our EAA Chapters staff questions, you will not want to miss out! Chapter officers who attend all six webinars will provide their chapter with EAA Chapter Recognition credit. [Click Here to Register!](#)



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**December Meeting and Program**



Members have been asking if there is anyway that we can hold our annual EAA Chapter Holiday party. Unfortunately, the “official” EAA and Chapter position is “probably not.” We will have a regular video meeting Dec 14<sup>th</sup> at 10 am.

However...there are some members who are considering holding a non-sanctioned Holiday event that evening (Dec 14<sup>th</sup>) at the clubhouse. We’ll try to share details as we get closer to the date.



**National EAA Chapter Scoring**

In 2019, EAA rolled out the ten-criteria Chapter Recognition Program as a way to recognize EAA’s most active and engaged chapters. At the end of 2019, EAA used these ten criteria to award more than 210 chapters as a Gold, Silver, or Bronze chapter for outstanding service to EAA and general aviation. EAA 292 was recognized as a Gold Chapter.



Entering 2020, EAA was fully prepared to celebrate another year of outstanding chapters. However, COVID-19 had other plans. Due to the shutdowns imposed across the country, many EAA chapters have been unable to participate in the activities traditionally held in the past.

Due to the challenges faced by chapters in 2020, EAA is combining the 2020 and 2021 Chapter Recognition program into a single period. Therefore, any qualified activity that a chapter participates in, in either 2020 or 2021, will count towards the next round of chapter recognition scoring. The next set of chapter recognition awards will be issued in early 2022, reflecting the chapter activities that occurred in 2020 and 2021.

**UPDATED TEN SCORING CRITERIA (Green checkmark ✓ indicates EAA 292 potential scoring)**

1. Attends a chapter leadership training session ✓
2. Growing or steady membership ✓
3. Offers IMC or VMC Club programs ✓
4. Participates in Young Eagles or Flying Start programs ✓
5. Has EAA-approved Flight Advisor or Technical Counselor ✓
6. Participates in EAA's Annual Chapter Member survey ✓
7. Participates in Young Eagles Build & Fly, Young Eagles, or sponsors a youth to Air Academy\* ✓
8. Requests an EAA ChapterBlast email\*\* ✓
9. Hosts at least two public events each year ✓
10. Owns/leases a facility ✓
11. Extra credit activity, such as a chapter build project, youth build project, chapter scholarship (separate from Ray Scholars), a chapter tool crib, IAC competition, etc.\*\*\* ✓ ✓ ✓

***Our Chapter's goal is to aggressively pursue this Gold rating again!***

**Aircraft for Sale!**



The Chapter has 2 "ready-to-fly" aircraft available for sale now. The aircraft are the Zenith 601, and the Pterodactyl Ascender II. Look in this e-mail for the attached PDF describing each aircraft. Note: these are great, low-cost aircraft whether you are learning to fly, or scaling-back from a higher performance airplane. Keep in mind that there are Chapter members who have already expressed an interest in partnering on these aircraft. Contact the members listed on the sheets, or reach us at [eea292@gmail.com](mailto:eea292@gmail.com) if you want to be connected. Remember that the sale of these aircraft really helps our Chapter and our programs!

**Final Thoughts...**

The Chapter Board and I continue to work hard to provide high-value content to the Chapter through our programs. We really appreciate the positive feedback that we have received during this period of social isolation and adjustment. Please remember that these programs are for you...our members, but that there is a lot of work going on in the background to make this happen.

***I'm asking that you try to support the virtual programs that we're putting together.***

***Specifically, please attend our VMC/IMC and monthly Chapter meetings!***

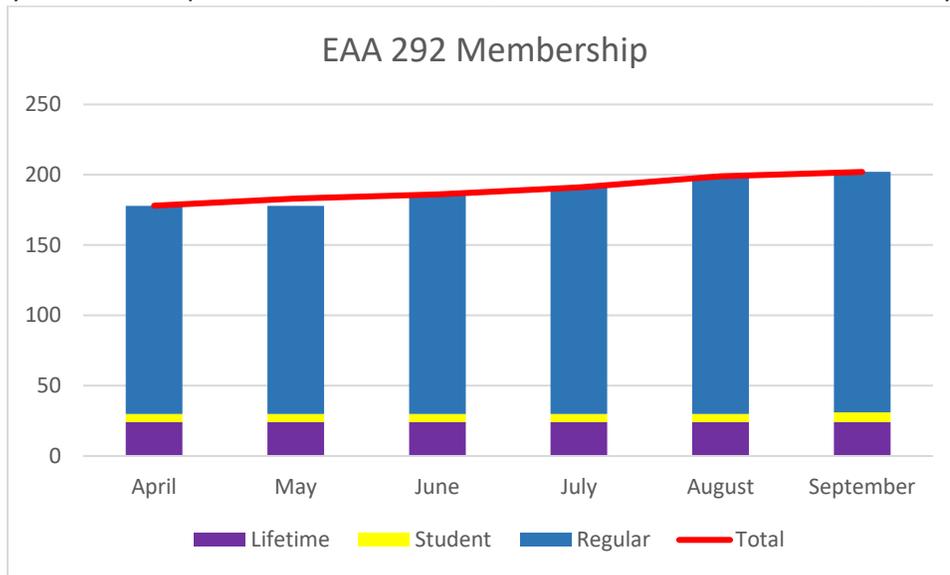
I'm super-excited about the content and value of the programs we've been able to provide...and we think you will be too. **PLEASE ATTEND!**

Blue Skies,  
Mike Kelley  
President

## Meeting Minutes

### Chapter Board Meeting 10/9/20

- On the phone: Mike Kelley, Jerry Pryce, John Roberts, Ernie Moreno, Al Cleveland, Deb Origer
- Mike opened the meeting at 2PM.
- Mike discussed upcoming elections in November
  - Group discussed the option of adding (by appointment) 2 youth members to Board
- Mike discussed ideas of what to do for the December meeting.
  - Probably going to have a regular “speaker” program
  - Potential of a non-EAA holiday pitch-in party (depending on status of epidemic)
- Secretary/Treasurer Report : This month - Life 24, Std 174, Student 7 Total = 205, Family-11 & Honorary-2



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- Treasure reports. John Submitted the report prior to the meeting
- Youth Report – Dave did not attend
  - 701 cowl is being finished by Bill McLagan and Henry Bartle
  - RV-12 – Al reported that youth have been attending for the past 2 weeks.
  - Ray Scholarship – Deb.
    - Kristen Taylor has been awarded \$5,000 towards her glider rating. Nearing solo
    - We expect Zack Lopez to also be awarded \$5,000 for a glider rating.
- Facilities – Vince did not attend
- Projects – Ernie
  - Tetradactyl finished and moved to EAA hangar (in meeting room)
  - The Kolb has been moved to Ernie’s and will require Mike K electrical help soon.
- 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.
- Andy Duncan will be helping Jerry Pryce market the Zenith 601 and Pterodactyl
- Mike ended the meeting at 3 pm

### Membership Meeting 10/10/20

- 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
  - Vince has installed disinfecting stations in the building.
  - Vince reminded everyone of the mask requirements while in the Chapter facility.
- Youth – Dave
  - 701 cowling is nearly complete. Thanks Henry & Bill!
  - Ray Scholarship - Deb
    - Kirsten has received \$5K toward her glider rating.
    - We expect Zack Lopez to also be awarded \$5,000 for a glider rating.
  - Al had a video link with the RV12 build area
- Safety - Mike Short discussed some of the new TFRs that have appeared.
- Mike discussed the Board Elections that are coming up in November.
  - This is a difficult time for anyone to volunteer
  - The floor was open to Nominations – No one was nominated
  - The existing Board has agreed to run for re-election if no one volunteers
  - Elections will likely be via e-mail rather than show-of-hands
- Mike talked about the Taledragger and requested the members continue sending in pictures, builder reports and stories.
- Mike introduced John Monnett who covered Sonex Aircraft, the SubSonex and Sonex Aerospace.
- Mike ended the meeting at 11:45
- At peak, 55 folks were seen logged into the call.

## Ray Scholarship Update

### Congratulations, Zach!



Zach Lopez is our chapter's second Ray Scholarship winner this year. He was awarded a five-thousand-dollar scholarship for Gliders. His instructor is Marici Reid, CFII, who is a flight instructor for the Independence Glider Club.



Kristin is preparing for her written exam for Gliders, along with studying and crewing for other students at the Independence Glider Club. In one month, she donated 33.5 hours to studying, crewing, and a work day! She logged 1.8 hours in the glider.

**Keep up the good work, Kristin!**

Just an update on two of our former Youth Program Teen Builders. We are very excited to see what are they doing now!

**Andrea Wood** is attending and working at Oregon State University. She will graduate in March 2021 with a degree in Engineering. She worked four years on the Sonex.

**Rodrigo Morales** is preparing to take his Commercial rating checkride in two weeks while completing his studies at Lane Community College. He plans to attend in the spring a month-long training program to fly Ag planes.

He helped with finishing the Sonex and began the tear down work on the Kolb before leaving for college.

## Builder Reports

### Excalibur – Paul Orsini

Enclosed are the five tail feathers and one shot of the overhead, pusher, Jabiru-2200 engine, mounting bracket. I went crazy painting the engine mount and went brain numb by painting all the tail feathers. Not my finest move.



The black patches are tape on the corner flanges to keep the fabric from rubbing on an accidentally high metal projection.

There are no various Excalibur models, no Super Maxi-Pad soft landing gear. No Hummingbird turning ability Model-H. No Fire Breathing Dragon Model-FBD. No nothing like that. Just plain, old, Excalibur. Tom Karr has been making the same basic model for 23-years, with evolutionary changes, no mind-bending Gotta-Have-It models. He started off with cables and now are all push-tubes. The landing gear has genuine aircraft grade bungee cord that can absorb a lot of punishment. Originally, there was one gas tank behind the rear passenger, now you can have that and two wing tanks to boot. I am getting the newest changes, including dual front wheels, an inch or so apart from each other. Good for soft field takeoffs.

Tom still supports all Excalibur's he has ever made, and he will make parts for you if you ding an old one. I am getting one with a ballistic parachute and way-too-much exterior lighting to keep faster aircraft from getting an up-close-and-very-personal inspection of my exhaust pipe. The parachute is incase the guy behind me is a proctologist-wanna-be.

My wing kit was a month late, and as I surmised; the shipping crate was totally destroyed along with most of the contents. Tom is building me a new wing kit.

I am working on the tail feathers now and was expecting the wings over a month ago. The photos attached says it all. Background: "Box" visited over 10 different depots before arriving at my home.

No cardboard. A few splinters are all that remained of the wood. Bent tubing. Nuts and bolts have slipped out of the included cardboard box.

My wife refused to accept delivery.



### Dave Ruddiman's Champ



Dave just completed work on his Aeronca Champ recovering the wings and a beautiful new paint job!

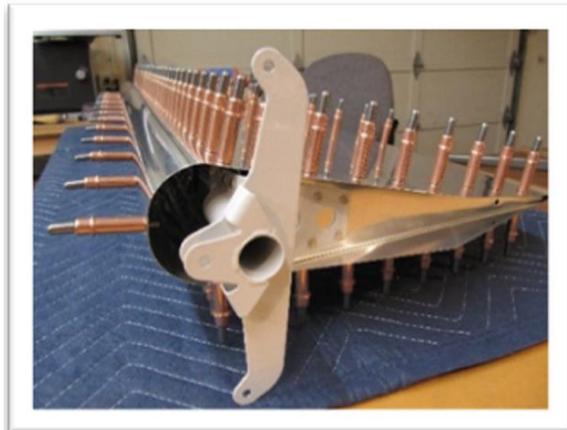
## A Silver Lining – Ron Singh

N197RS took to the air for the first time at 4:19 pm on October 19, 2020, exactly 9 years, 6 months, 1 hour, and 29 minutes (but... who's counting!) from the time my wife, Michelle, and I ended our demo flights with Gus Funnell (Vans Aircraft) and decided to switch from building an RV-9A to an RV-12.

Our journey in experimental aviation began in 1997, when after watching a movie called "Fly Away Home" (you'll have to watch it if you're curious), I decided to build an airplane. Our 2-year effort resulted in N397RS, a Rans S-12XL that we still own and fly.

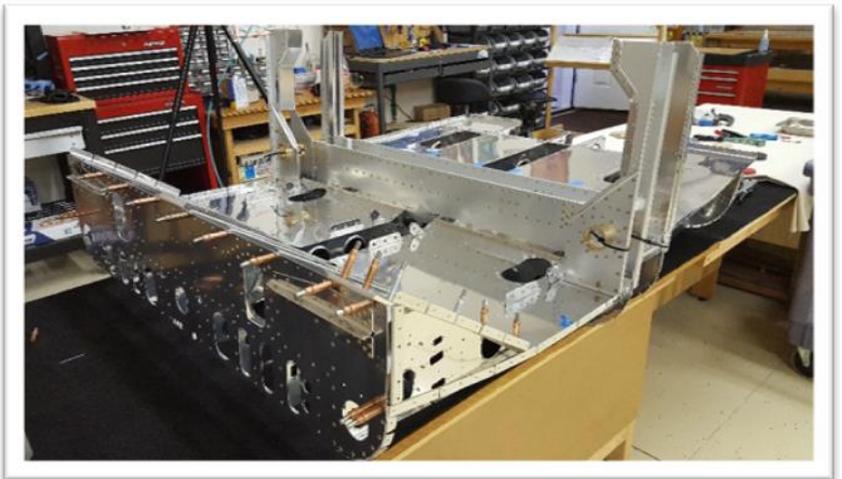
People mistake it for an ultralight, but its not. It is registered as an Experimental Amateur Built and required a pilot's certificate to fly it. Today, it qualifies as a Light Sport aircraft and can also be flown by a Light Sport pilot.

Immediately after completing the Rans S-12XL, I needed another project and, in the summer of 2000, decided to build a Vans RV-9A. While



working on the RV-9A we decided to volunteer with the very first Teen Flight program, organized by Dick VanGrunsven and others, where a group of adults mentored a dozen teenagers who built an RV-12 within 18 months. We were so impressed with the RV-12's design, detailed plans, and fun construction, that we decided to sell our partially built RV-9A and build the RV-12 instead. Midway through the RV-12 build, we discovered that Van's had quietly redesigned the RV-12 to support the new fuel injected Rotax 912iS engine and included other significant improvements to the airframe. By now I had upwards of 18 years of experience maintaining a carbureted Rotax 912 engine and had been excited to hear of the tremendous technological advancements that Rotax had made with the new 912iS engine... and its now available in a re-designed RV-12iS! The day we heard of this new aircraft, we visited Vans and were shown the plane by Rian Johnson (Van's Vice President) and once again decided to 'upgrade'. We ordered the new fuselage that very day and sold and shipped our old fuselage to someone in England.

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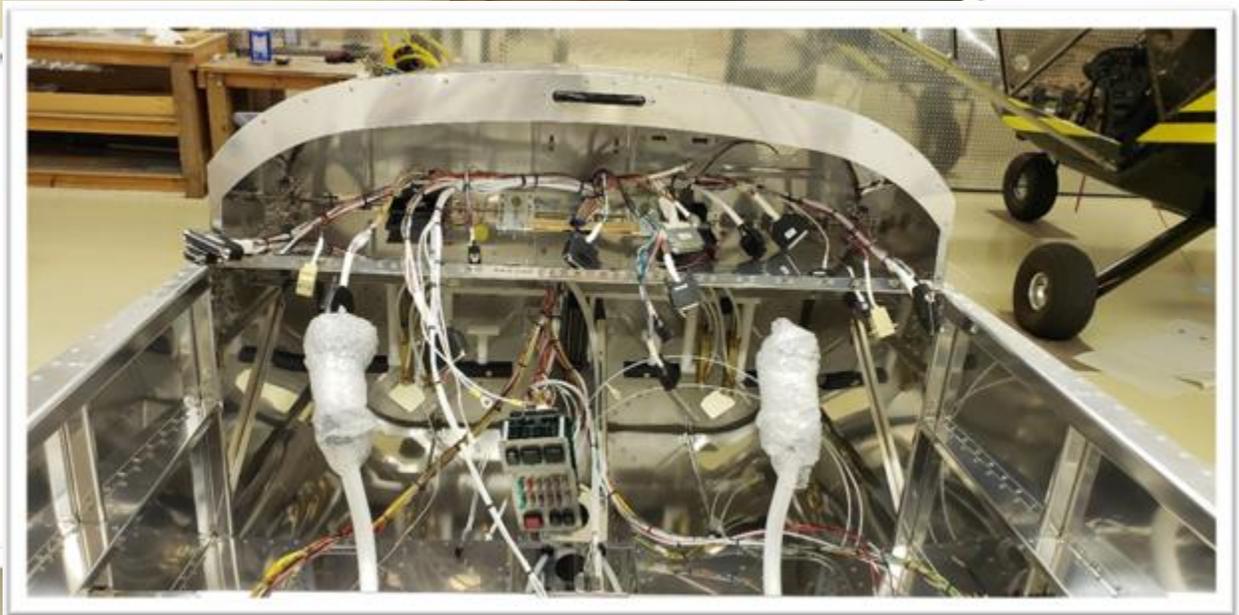
N197RS weighed in at 788 lbs empty (a bit heavier than most of its cousins) because it's equipped with the Rotax 912iS Sport fuel injected engine, dual Dynon HDX1000 screens, 2-axis Auto-Pilot, wheel fairings, dual landing lights, full upholstery and base/clear coat paint.



That day (9 years, 6 months, 1 hour, and 29 minutes before the first flight) happened to be my 56<sup>th</sup> birthday and little did my wife know the impact that birthday present would have on *her* time; *her* hobbies; and *her* dedication required to help build our newest flying machine. I couldn't have done it without her!

No matter how much she already knew, she should have known better that her involvement would include enduring my rambling about engineering concepts; how this and that works; and about any new things that I learned!







As probably many builders experience, our RV-12 construction went slow due to work; raising several batches of orphaned squirrels (but that's another story); a move to the Independence Airpark; overseas travel after retirement, and other life distractions. Then came Covid-19! There's some good in everything... you simply have to seek it out. The silver lining that we saw in this terrible pandemic was our opportunity to stay home, lock the doors, and focus on getting the plane built... and we finally did!

The primary stripe in the aircraft paint scheme is now... Silver.



Ed – Here is a video link to Ron's first flight, which on landing he made the first turn-off on runway 34!

<https://youtu.be/HX7R3pcMJtk> Great first flight and a beautiful example of the RV-12si.

## A Challenge to Members to Share the Gift of EAA

By: David Leiting, EAA Lifetime 579157

Vice President of EAA Chapter 252

EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

**Once you identify whom you'd like to sponsor, simply visit [www.EAA.org/Legacy](http://www.EAA.org/Legacy) to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the**



opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!



**Corben Baby Ace Panel – EAA Museum**



**1918 Thomas-Morse Scout S4C – EAA Museum**