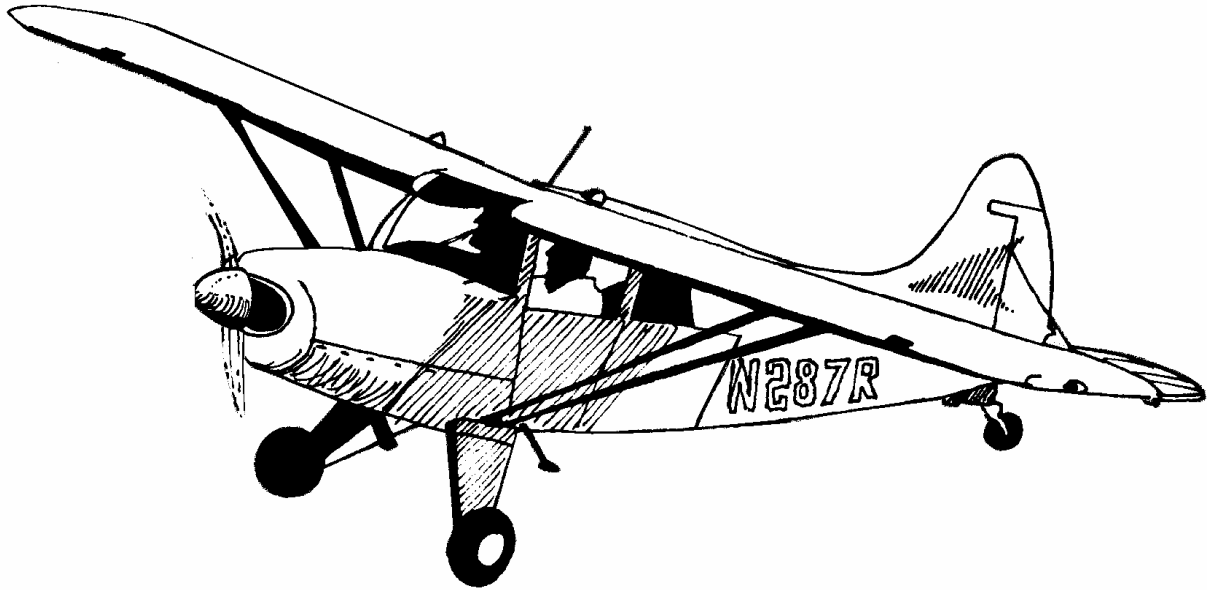


The Taledragger



January 2007
The Monthly Newsletter of
Chapter 292 of the Experimental Aircraft Association
Serving the Willamette Valley at Independence State Airport, Oregon

The President's Corner

I hope each of you enjoyed the holidays. December was a busy month for Chapter 292--and full of surprises too. The Annual Banquet was held December 8 at the chapter hangar. Because of poor scheduling, I had to travel on business in early December and arrived just in time to attend. My sincere thanks to everyone who worked so hard to make this event special. The banquet was coordinated by Henry Bartle and included music by Bob Gillette and Sandy Ruff. We even had a magician!

Food for the event was catered by David Baker and his crew from the Starduster Cafe on the field. I think we all learned from this event, and I hope everyone who attended came away with a smile. In years past, the banquet was a potluck, which becomes more difficult when the group size approaches 120 people. Besides the souls who set everything up, thanks also to Chris Schulte, Al and Margaret Cleveland, and Bob and Kayla Ross. Also thanks also to everyone who helped wash dishes!

On the morning of December 15, I received a call from Bill Wallace that wind had ripped the door off of the chapter's south hangar. Winds with driving rain gusted to 60 mph during the night. With a heavy heart, I proceeded to the hangar and took photos, moved things around, and made the phone calls to Mike Pongracz and others. Mike's plane, parked nearest the door, was miraculously undamaged. Bob Esch's airplane was parked behind it. Neither airplane received a scratch, but the hangar door was in bad shape. Several members stepped up to the plate and worked in cold, blustery weather over the course of several days to repair the damage. There's an article in this newsletter with pictures and more detail. Thanks to all of you who helped, once again demonstrating the real commitment that exists within this group.

Chapter 292 has plans for a busy 2007. In the coming months, look for a presentation by the Oregon Department of Aviation (ODA) on the future at 7S. At the February meeting, Ken Krueger, engineering manager at Van's Aircraft, will be here to discuss the RV-12 project. Ken indicated that if the weather is good, we will have an RV-12 to look at! Now that the Indy Flyer is back in the EAA hangar (thanks for the hangar space, Tom and Barb Turnbull!), I know Ernie and his group will be moving toward

completion of that project. In May, our chapter will host a visit of EAA's B-17 Aluminum Overcast at Salem's McNary Field.

At the next meeting on January 13, our main meeting topic will be to have a builder's report session. That means all of you who have been hunkered down in the rain smelling fabric dope, trying to wash epoxy off of your hands, drilling holes through your fingers, and sanding are asked to tell us about your project. We want to know where you are, what you're doing next, and how you can use all of our good ideas. Also how can our tech counselors, tools crib, and other chapter assets help move your project forward? Bring pictures, parts, or at least good stories. We'll also discuss ideas about an RV fly-in to be held sometime this year. Come and be prepared to visit and talk shop.

See ya there.
Bob Brown

CALENDAR OF EVENTS

SUNDAYS	THE INDEPENDENCE FLYER BUILDERS' GROUP	CHAPTER HANGAR, AROUND NOON
SATURDAY, JANUARY 13	BOARD OF DIRECTORS MEETING	CHAPTER HANGAR, 8:30 A.M.
SATURDAY, JANUARY 13	GENERAL MEMBERSHIP MEETING	CHAPTER HANGAR, 10:00 A.M.

EAA Chapter 292 Purposes --Policies--Meetings--Dues

THE PURPOSE OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA) CHAPTER 292: To promote and encourage the sport and hobby of recreational aviation. To cooperate with and assist governmental agencies in the development of programs relating to aviation activities. To promote and encourage aviation safety in the design, construction, and operation of all types of aircraft. To encourage and engage in research for the improvement and better understanding of aviation and the science of aeronautics. To foster, promote, and engage in aviation education. To foster closer fellowship among its members through the exchange of ideas of mutual interest. Chapter 292 is a private, non-profit organization, and recognized as a 501 (c) (3) institution by the IRS. Contributions to the organization are fully tax-deductible as authorized by law.

CHAPTER 292 AND EAA NATIONAL MEMBERSHIP DUES: EAA National Membership is required for all Chapter 292 members (call 1-800-JOIN EAA). Chapter 292 dues are \$36/year for 2007 for those who receive an e-mail version of this publication and are prorated on a \$3/month basis for those who join mid-year; and dues are \$48/year for 2007 for those who receive a snail mail version of this publication and are prorated on a \$4/month basis for those who join mid-year. A Lifetime Membership in EAA Chapter 292 is \$500 (national membership must be maintained as well). For more information both on National and Chapter 292 memberships, please call the Chapter Secretary, Mike Pongracz at (503) 606-9767.

MEETINGS: The general membership meetings are held on the second Saturday of each month at 10 A.M. at the Chapter Hangar, 4803 Airport Road, at Independence State Airport. Oftentimes special events will supersede the normal schedule. Please call the Chapter Secretary to confirm a date if in doubt.

BOARD OF DIRECTORS & OFFICERS: The executive board meets at the Chapter Hangar on the second Saturday of each month at 8:30 A.M. Board meetings are open and anyone may attend.

NEWSLETTER: *The Taledragger* is published and mailed one week prior to the general membership meeting. Feature articles, stories relating to flying, technical reports, or classified listings should be made to the newsletter editor one week prior to publication. This is most easily accomplished by e-mail to the editor at windwing1@juno.com. EAA Chapter 292 is not responsible for any modification or maintenance items that appear in the newsletter or in any other correspondence. It is the responsibility of the reader to discuss and get approval for all such items from an appropriate A&P, the FAA or other government official.

2007 Chapter Officers & Technical Staff

PRESIDENT:	Bob Brown	bkbrown @ minetfiber.com	(503) 838-4146
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TECH COUNSEL (FIBERGLASS & PAINTING)	Henry Bartle	bartle4 @ msn.com	(503) 838-4009
TECH COUNSEL (ENGINES & AIRFRAMES)	Bob Ross	barnstormers2 @ msn.com	(503) 838-9967
TECHNICAL COUNSELOR (SHEETMETAL)	Al Cleveland	amcleland @ minetfiber.com	(503) 910-7786
YOUNG EAGLES COORDINATOR:	Karen Brown	eaawillamette @ minetfiber.com	(503) 838-4146

HAVE YOU PAID YOUR DUES?

(THANKS TO THE 36 MEMBERS WHO HAVE ALREADY DONE THIS!)

Dues are due January 1, 2007 for all members.

- [] I'm enclosing a check for \$36 for my 2007 chapter dues. I understand that this is the rate for those members receiving ONLY an email version of *The Taledragger*.
- [] I'm enclosing a check for \$48 for my 2007 chapter dues. I want to receive a version of *The Taledragger* delivered through the U.S. Postal Service, and I'm willing to pay the increased costs for this.
- [] I'm enclosing a check for \$500 for my Lifetime Membership.

PLEASE RETURN THIS FORM AS SOON AS POSSIBLE TO:

**Mike Pongracz, Chapter Secretary
649 Airport Way
Independence, OR 97351**

Member Profile:

What's Henry Bartle flying *this* time?

Here's a tip if you ever ask chapter member Henry Bartle about his flying background: *Listen carefully*...because it's easy to lose track of whether he's talking about building high-performance homebuilts or model airplanes ...or racing R/C pylon models that hit well over 200 mph (actual, not scale speed)...or "flying" around the course in one of his race-modified Corvette sports cars.

Henry moved with his family to southern California when he was 4. At about that age, his father introduced him to control-line model airplanes. Like many of us hooked on model airplanes as children, he never recovered from it. And like a large percentage of early modelers, he also adopted full-scale aviation with an equal passion.

At age 22, Henry signed up for flying lessons at Orange County Airport (now named John Wayne Airport), and in 32 days he was licensed as a private pilot. A few months later, with 90 hours in the logbook, he bought a four-



year-old Cessna 310Q twin. Checking out took 25 hours of instruction, but he had the airplane for nearly 15 years. But after owning the 310 for two years, he added a new Aerostar twin to the Bartle fleet, followed shortly by a new C-152 for using his CFI rating to teach everyone in his family to fly. The home schooling part didn't

work out, but everything else was successful. Friends and family used the little Cessna.

Henry's business, California Corvettes, fielded a two-car road race team that was U.S. national champion four of the seven years. Henry was at the wheel one of those years. The highlight, he says, was in '77 when his car edged out Paul Newman in a Z-car for the win.

The business site was located next to the I-5 in Santa Ana and was taken by the State of California to widen the freeway. So in '92, Henry suddenly had no business ties to California and looked for a home in the country in Washington State. Touchdown was a near Battle Ground. Henry's plan was to get a helicopter rating, buy a Bell Long Ranger, and operate from his property. But his wife had different ideas. Henry concedes that the demise of the helicopter idea was probably for the best. While in Washington, Henry got involved with the Nieuport project here in Chapter 292. That planted the seed for his and Donna's move in '05 to Aeronca Street at the airpark.

In the early '70s, long before the move northwest, Henry got involved in high-powered scale R/C building and flying. A friend suggested he try pylon racing, and Henry was soon competing at the national level. He did well and plans to resume that high-energy sport this year at the summer Nationals in Indiana (the modelers' "Oshkosh" equivalent). In January of '97, Henry decided that the Northwest lacked adequate hobby shops, so in a year he opened

three (two in Washington and one in Portland), and he bought Leisure Hobbies in Salem. The Salem shop remains a Bartle investment.

Full-scale homebuilding also became an acquired taste. He started an RV-3 tail section in 1980 but sold the project to get into a Marquart Charger. A \$65 set of plans plus a trip to Aircraft Spruce got the project started. Henry thought he'd need "a couple of years" to build the Charger. Rib-building took three months and was a clue. Seven thousand man-hours and 12 years later, Henry's Charger flew. You can see it in his hangar now...and in the air when the weather warms again. Sixteen (former?) friends contributed 3000 of the 7000 Marquart building hours, Henry says.

Looking for a project, Henry helped a Lancair ES builder in Beaverton who subsequently moved to California. Henry finished the ES for the owner, and in 2000 Henry decided to build his own Lancair IV-P. That's the current construction in the Bartle hangar, and he is hoping to have it flying by mid-year.

Henry's view of the Independence aviation scene: "We should have moved here years ago."

--Dave Martin

Member Profile subjects are picked by lottery at chapter meetings.

Classroom in the Hangar:

How to Become an E-LSA Repairman

The end of November and the first few days of December found our hangar in use for two 16-hour courses for pilots wanting to know more about experimental light-sport aircraft (E-LSAs). The FAA-approved two-day courses (a maximum of 16 per class) were conducted by Brian and Carol Carpenter of Rainbow Aviation (www.rainbowaviation.com) from Corning, California.

Those who attended all sessions and passed the written exam received a diploma that may be exchanged at the local FAA office for a repairman certificate that allows the holder to do the annual condition inspection on a specific E-LSA owned by the repairman. It's similar to the repairman certificate available to the builder of an Experimental-category amateur-built. Everyone in both classes passed the exam.

The Carpenters' course consists of 75% classroom work including regulations, theory of flight (use of lift and drag formulas and understanding angle of attack were emphasized by Brian), maintenance and inspection requirements and techniques, engine operation (especially two-stroke), and logbook requirements. The hands-on sessions

were on identifying aircraft-grade hardware, proper safety-wiring, inspecting oil filter elements for contaminants, and on a sample annual aircraft inspection.

Only two students in the first class actually have an E-LSA on which to exercise their new privilege and conduct the annual condition inspection. But the course diploma may be traded for the repairman certificate for an E-LSA that the graduate may own in the future. FAA regulations currently recognize three categories of E-LSAs: 1). A kit that could be almost entirely factory built and is essentially identical to a factory-built (S-LSA), ready-to-fly aircraft; 2). A two-seat ultralight trainer; and 3). An overweight or overspeed (illegal) single-seat ultralight. Categories 2) and 3) must have been converted to an N-numbered, FAA-registered E-LSA before January 31, 2008. From then on, the only new E-LSA registrations will be category 1).

The Carpenters' instruction was excellent, and everyone I talked with was glad to have spent the \$375 for the course. For more details, see my "Light Stuff" column in the April 2007 issue of KITPLANES. --Dave Martin

After the Big Blow:

Helping at the Hangar

On the morning of December 15, Bill Wallace called me after noticing that the windstorm had torn the doors of the south hangar open, ripping welds loose and bending metal in the process. I feared the worst. After taking the photographs shown, we helped Mike Pongracz move his airplane out of the way. We were then faced with a big cleanup job, including a toolbox full of water and foam pieces everywhere. That's when the cavalry showed up. I received a call from Bob Esch, whose plane was parked behind Mike's in the south hangar. Bob said he had fabrication skills and was available to help rebuild the door and said he'd be right over. Temperatures were in the mid 30s. Over the course of the next several cold, rainy and windy days, working through the weekend, many people stepped up to help Bob finish this job. Sheet metal needed to be removed from one of the doors, the latch pin

assemblies had to be rebuilt, ruined sections of track had to be cut out, and that was just to get to the point of being able to begin repairs. It became apparent right away that we were going to need more equipment...like a welder and torch, grinders and saws. Bill Wallace helped with a forklift from Harry Malette's, needed to lift the heavy doors and straighten them. Dick Thomas loaned us a new Miller MIG welder without question, saying "Use it as long as you need it." Ernie Moreno, Bob Esch, Bob Schwarzler and several others (I'm sorry if I didn't list anyone) were involved in the repairs. The pictures show some of the damage involved. All of us owe much thanks to the people who helped get the doors rewelded, reskinned, and back in working order. The repairs are not totally finished, but the hangar is once again weatherproof and secure. I am proud to be associated with "do'ers."

--Bob Brown



CLASSIFIED ADS

LYCOMING ENGINES & PARTS: Harry Malette (800) 831-6513

RV-9A EMPENNAGE KIT, Dec. 1999 vintage (S/N 90026), pre-punched. HS spars & ribs fitted, skins & ribs dimpled, spar holes countersunk. No riveting done. Asking \$1000.00. Call Kevin at (503) 364-3236.

RV-6/6A EMPENNAGE KIT, Aug. 1995 vintage (S/N 24439), not pre-punched. HS Spars & ribs fitted, no holes in skins, no riveting done. Need spare/repair parts? Asking \$600.00. Call Kevin at (503) 364-3236.

SUBARU EA 81 ENGINE. \$300. Zell Giles (503) 763-7120.

LOST: Sporty's JD 200 Portable Transceiver. Please call Jim Davis (503) 838-2160



PROGRAM NOTES:

Chapter Project Updates, RV Fly-in Planning

**JANUARY 13, 10 A.M.
At the Hangar**

**Experimental Aircraft Association
Willamette Valley Chapter 292
4803 Airport Road
Independence, OR 97351**