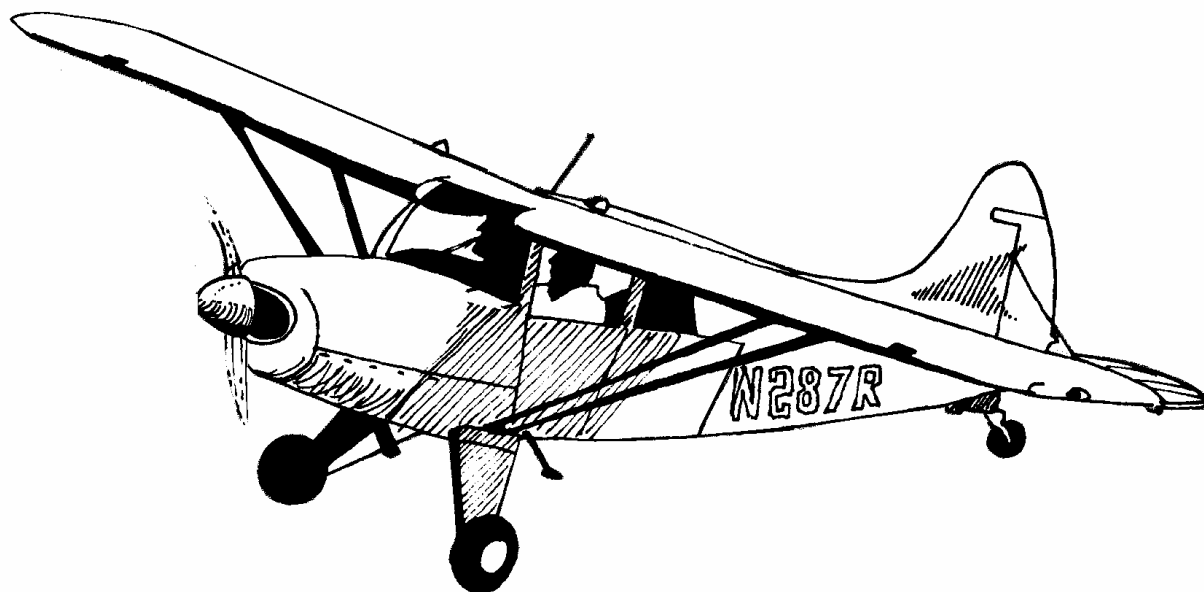


The Taledragger



March 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

Wow, is it March already? Given the abundance of rain and ...snow(?)...we've had lately, I hope you've all had things to do besides fly. I see the trees are budding, but I sure hope to see more signs of spring soon! Now that my RV-7A is painted I am ready to fly!

We had about 85 people show up for the February meeting. Luckily, the fickle Oregon weather provided the window Ken Krueger was looking for to fly the RV-12 concept plane to Independence. Chapter 292 members and visitors (we hope they are members soon) poked, prodded, climbed in, and looked over the newest creation from Van's Aircraft. Ken, the engineering manager for Van's, was both informative and agreeable, taking questions for almost 30 minutes after his presentation. Ken learned something everyone in business knows...every customer wants something different. Van's Aircraft has shown great wisdom in pleasing a large cross section of builders and I'm sure the RV-12 will be another successful kit for them. Check out my writeup with photos elsewhere in this issue

We have a varied program for the March meeting. I've received several requests from members for information about using the chapter hangar, as well as what equipment we have there. At the meeting on March 10, we'll have that information for you, and we'll also have a show-and-tell on the chapter's growing tool crib program. In addition to the hangar and tool crib orientation, we'll have an update for the chapter on the RV Fly-in that is in the planning stages for August.

One of the things discussed during last months board of directors' meeting was a need for articles and submittals for this newsletter. This is your chapter and this is your newsletter. We can make it a valuable and informative resource, but we need your involvement to make that happen. Please give us your submittals (or ideas) to include in the *Taledragger*. They can be as simple as a single photo update of what you are doing, or as complex as a full-blown how-to article. Inquiring minds want to know what you're up to, and we need your inspiration!

I hope you can make it on the 10th.

See ya there,

Bob Brown

CALENDAR OF EVENTS

SUNDAYS
FRIDAY, MARCH 9
SATURDAY, MARCH 10
SATURDAY, APRIL 21
SATURDAY, JUNE 9

THE INDEPENDENCE FLYER BUILDERS GROUP
BOARD OF DIRECTORS MEETING
GENERAL MEMBERSHIP MEETING
ANNUAL PROFICIENCY TRAINING
INTERNATIONAL YOUNG EAGLES DAY

CHAPTER HANGAR, AROUND NOON
CHAPTER HANGAR, 7:00 P.M.
CHAPTER HANGAR, 10:00 A.M.
GABELS' HANGAR, 2 P.M.
CHAPTER HANGAR, 8:30 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 Friday of each month at 7 P.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.

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Board of Directors Meeting

EAA Chapter 292: February 9, 2007

EAA 292 Board of Directors meeting, February 9, 2007 at 7:05 p.m. at the hangar

1. Attendance: Bob Schwarzler, Bob Brown, Jerry Pryce, Zell Giles, Andy Anderson, Dave Smith, Dave Martin, and Karen Brown. Hornet update: Al Cleveland said by phone that it is ready to sell. The Hornet has been flown only once. Dave Martin suggested that the chapter should plan to have a member demonstrate it in flight to any potential buyer.

2. Chapter hangar issues: Bob Brown-- Norm Carrigg's project is out of the EAA hangar, but he may apply to use workspace again. South hangar doors: Jerry Pryce noted that one of the latches was not fastened recently, and Karen Brown mentioned that the walk-through door was unlocked sometime during the previous week. Bob Schwarzler suggests that there should be a separate key, but several mentioned the need to walk through from the meeting room to the south hangar as the tool crib and lawnmower are there. Club access is necessary as this is not a privately leased area like the north hangar is.

Bob Brown noted that Al Cleveland has Explorer post open house planned at the chapter hangar for sometime in February, but no one knows what day.

3. Mowing. Bob Schwartzler said the chapter's mowing contract is guaranteed for three more years on the present contract. The area where several north airpark residents dump grass on the airport (state property) is not mowed, and ODA was notified of the problem.

4. Memorial bench. Jerry Pryce said the Ron Russell memorial bench is ready, waiting for better weather to install it on the west side of building. It needs pads for support, and the bench manufacturer recommends using concrete. Bob Brown suggested using solid blocks instead of pouring so we can move it if we may need to later.

5. North hangar heater and the metal shear. Dave Smith said the heater for the north hangar is ready to install, and he has a contractor to do so. We could rent an inline gas meter from the gas company or buy one in Portland. Bob Schwartzler will look next week. Dave wants to install a placard indicating *Aluminum Only* for the metal shear so it doesn't get ruined.

6. Our newsletter: Dave Martin requested holding the Meet our Members drawing for his interview in the *Taledragger* at the beginning of the general meeting. Bob Brown will solicit member *Taledragger* submissions to Dave Martin at tomorrow's general meeting. He will write a story about his painting ordeal.

7. Expired membership. Bob Brown mentioned a delinquent-membership issue. Karen Brown suggested mentioning that members who have not paid their dues do not have chapter privileges.

8. Aluminum Overcast tour: Dick Wildman is chairman of hosting the EAA B-17 at Salem's McNary Airport on May 29. Dick scheduled a meeting of B-17 volunteers for 9:15 a.m. on February 10, just before Chapter 292's general meeting.

9. RV Fly-in: Keith Hamilton is the coordinator. He has gotten several committees organized. Bob Brown will provide the list of those at the meeting tomorrow. Bob Schwarzler adds that the housing committee plans to send a note to all homeowners requesting in-house accommodations. There are 30 bedrooms already available. The Next meeting will be at 7 p.m. on Tuesday February 27 at chapter hangar.

10. Nehalem Bay State Airport: Dave Martin, representing OPA, was at a meeting held by State Parks in Wilsonville on February 8. He reported that State Parks assured the audience that rumors about closing Nehalem Bay State Airport (which is on state park land) is false. Also, ODA has no intention of closing the airport and is 3 years into a 10-year lease from State Parks.

11. Memorial Day planning: Andy Andersen noted that there is another Independence Airport Memorial Day planning meeting 12 February in Gabels' hangar. Andy needs support of the EAA chapter with chairs, stanchions, restrooms, signage, and parking help. We will solicit volunteers for a possible chapter open house at general meeting tomorrow. There is no budget, but Andy and Tom Richey have each contributed \$300 in past years. Dave Martin mentions that Polk OPA plans to contribute 20% of profits from its Memorial Day lunch to help with this cost. Perhaps chapter can rent a port-a-potty because ladies' room has history of backing up. Bob Brown suggested having a roto-rooter company to ream it out. Moved to give Dave Smith \$150 authority to get this done. (Movement...make that the *motion* passed).

12. FAA funding proposals: Bob Brown will suggest that members to write their congressional representatives regarding the FAA-proposed avgas tax increase of 360% and user fees for general aviation.

The board meeting was adjourned at 8:15 p.m.

Respectfully submitted,

Karen Brown for Mike Pongracz, Chapter Secretary

General Membership Meeting

EAA Chapter 292: February 10, 2007

1. Attendance totaled 70, and many were guests, first timers, and seldom-seen returnees.

2. Memorial Day: Andy Andersen needs help with the Independence State Airport Memorial Day event. Pilots who would like to fly and/or display their planes should coordinate with Dave Martin (838-2131).

3. Nehalem Bay State Airport: Dave Martin, who attended one of the State Parks meetings about Nehalem Bay State Park said the state does not plan to close the airport. Both ODA, which leased the airport land and manages the airport, and the Parks Department say they want to keep it open.

4. EAA B-17 tour: Dick Wildman, chairman of the B-17's Salem visit, said *Aluminum Overcast* will reposition to Salem on May 28 and fly on the 29th. The crew is looking for WW-II veterans. The donation for a ride is \$360-\$400 depending upon the booking method and member status. Our webmaster will also make B-17 page for our website.

5. Member profile: Jim Ashford drew Jake Thiessen's name from the door prize hat. Dave Martin will write a bio for the March issue of *The Taledragger*.

6. Proposed FAA user fees: The FAA's proposed budget for 2008 includes user fees for general aviation plus a 360% aviation gas tax increase. Members were asked to check the EAA and AOPA websites for details and write their senators and congressional reps now, while the proposal is in the committee hearings stage. Our webmaster will put legislators' addresses on the Chapter 292 website. [Subsequent information indicates that it is best to fax the personal letters rather than mail them because letters mailed to Congress are delayed weeks due to security issues. Second best is to e-mail correspondence.]

7. Writing for *The Taledragger*: The Board of Directors' meeting revisited member submissions for *The Taledragger*. Dave Martin encourages members to write articles for it.

8. The program: We were favored with the first public-event flight of the Van's Aircraft RV-12, the company's entry into light-sport aircraft. Van's engineering manager, Ken Krueger, arrived in the prototype and briefed our standing-room-only crowd on engineering decisions and on the many systems not seen before in RVs. These include plug-in wings, flaperons, use of a Rotax 921ULS engine, plans for the kit to include a flat-panel color flight instrument display as part of the package, and use of a stabilator. First RV-12 kit parts may be available by the end of '07.

9. Lunch included shredded beef sandwiches, deli salads, chips and soda pop.

Respectfully submitted,

Karen Brown for Mike Pongracz, Chapter Secretary

Meet Our Members—

Jake and Reason to Fly No. 283

Most pilots say they learned to fly because a relative did...or they built model aircraft in their youth...or maybe because flying sounded like more fun than joining the infantry. But longtime Chapter 292 member and pilot **Jake Thiessen** has one of the less-often-heard reasons to take flight training: *A horse made him do it.*

Jake was a banker in Roseburg, and his wife decided to buy a horse. "I didn't want any part of a horse," Jake says. So when the horse arrived, he thought maybe he would become a pilot. And he did. A divorce soon followed. So Jake lost a wife and a horse but gained a wonderful new hobby. Before that, he says, he had never thought much about flying, and he's never built a model airplane.



In 1970 he joined a flying club that had a Cessna 172, and a friend provided free flight instruction. Flying cost \$10 per hour. But Jake bought into a 1959 Mooney M20A partnership that he says worked well. In fact, Jake's partners approved his use of the airplane for a two-week trip to Mazatlan, Mexico, when Jake had less than 200 hours as a pilot.

Except for a break-in through the baggage door and resulting drenching of the cockpit while the Mooney was tied down for 10 days, the trip was wonderful, he remembers, "a highlight of my early flying years." Entry was through Mexicali, and return to the U.S. side was through Calexico, California. Another high point was a tour of some of the Hawaiian islands in a Cessna 172 rented in Honolulu with three Oregon passengers.

As a banker transferred from Roseburg to Portland by his company in '73, Jake—along with several Portland area pilots—bought a Cherokee 180 that was based at Aurora. In December of '74, he moved to Salem to take a job as a bank branch manager, and he was a member of the Pacific Flyers in Salem until 1988. During these years, he became interested in homebuilding, knowing that he was good with hands-on projects.

First considering a Q-200 or a KR-2, Jake flew annually to the Merced, California, summer fly-in, and he noticed a large number of Van's Aircraft RVs there. His plans

changed. About the time he started his RV-4 kit in October of '84, he joined Chapter 292, his first EAA experience. (In '91 and '92, he was president of the chapter.)

The RV-4 flew first in July of '88. But with just 55 hours on the new airplane, Jake was testing a scimitar prop south of Independence when a blade broke. He didn't quite make the road he was hoping to land on. The accident damaged both wings and caused him to set his airplane aside for a time and build RV wings for several other builders before completing his RV-4 repairs in the summer of '91.

After 31 years in banking and 12 years working for the state, Jake began his RV-9A retirement project kit early in 2001. Upon completion of it in two years, he sold his beloved RV-4 with 1400 hours on it. The RV-4 is still flying in California, and some days Jake says would like to have it back. The RV-9A has provided transportation to Sun 'n Fun and to Oshkosh and how has 500 hours to its credit.

Jake bought his lot on Airport Way in '94 and finished the house in April of '96. In 1998, Jake and Joan were married by another Chapter 292 member, the Rev. Bob Roach. Most recently, he built an RV-7 that is being purchased by a pilot in California. Jake's log now shows about 2500 hours with almost 2000 of it in RVs.

There's no recent word on the horse that got Jake into all of this. —*Dave Martin*

Enlist in the Bomber Group

EAA's B-17, *Aluminum Overcast*, is coming to Salem's McNary Field, and our chapter is the host for this tour stop. Here's the schedule:

May 28. Reposition from Seattle to Salem. Arrive Salem midday.

May 29 and 30. The flight experience in the mornings. Ground tours in the afternoons.

May 31. Reposition from Salem to Hillsboro.

Any EAA member interested in helping with the hosting, contact Dick Wildman, dick @ minetfiber . com. Volunteers are needed to help people on and off the airplane, to man the EAA merchandise trailer, and for other duties.

A Slower RV

The new RV-12 is what they will think of next.

Living at Independence Airpark, we are blessed with mild weather [*What's your definition of mild?* —*Ed.*], natural beauty, and lots of homebuilt aircraft. For those who like Van's RVs, Independence Airpark has for many years been home to a large contingent of RV builders and pilots. Many of our residents and chapter members have built at least one of each model Van's Aircraft has sold. EAA Chapter 292 was a natural place for Ken Krueger, engineering manager at Van's Aircraft, to visit with the new Light Sport concept airplane, the RV-12, on its first public flight outing.

Ken called me early on Saturday, February 10 to confirm that the weather was good enough to fly the -12 for our regular meeting and that he'd be here in less than an hour.

True to his word, I heard him announce his arrival on the CTAF and walked over to the EAA hangar just in time to see people converging on the RV-12 sitting on the ramp in front of our EAA hangar.

Ken's PowerPoint presentation included the recent videos appearing on the company website, as well as information along the lines presented at Oshkosh last year, namely the design criteria Van's was using for the RV-12. As you'd expect, these criteria closely mirror the rules for Light-Sport aircraft. During the 45-minute presentation, Ken took a lot of questions (and heard a lot of comments) from the audience of 85 members and visitors. There was a healthy discussion of the pros and cons of removable wings (some

people felt that was a liability that would only add weight and cost) and EFIS systems (some members strongly felt that it would reduce the cost of the plane to simply install steam gauges; more on that later). Chapter members ranged in age from 30 to...older than 70, and spanned the full spectrum of flying and building backgrounds.

Changes were made to the RV-12 along the way, and it is still in development. Ken mentioned they had widened the stabilator and recently changed the gear legs to increase stiffness at maximum gross weight. When the plane was on the ramp, everyone noticed the flaperon handle between the seats, which deflects the ailerons about 20 degrees downward. These are surprisingly effective, Ken said, and do not seem to reduce roll rate as some had expected.

Ken said Van's may supply an EFIS as part of the kit because it would greatly simplify instrumentation and allow standardizing builder instructions. The concept includes a standard firewall-forward engine package. There were several howls from the audience at this, since some of the crowd was clearly not comfortable with the glass panel concept. Ken appreciated the input, saying these are things they want to hear. I'd say that's a hint to write those letters now [*but only if you promise to buy an RV-12 kit...Ed.*].

Ken reported that to keep speeds below the Light-Sport speed limit (120 knots full power level), a flat-pitch prop will be selected to limit maximum level speed at full throttle. This is similar to what is seen on other fixed-pitch airplanes, so you will use throttle settings to limit engine rpm and prevent overspeed. For pilots with Private or higher licenses who are not flying the RV-12 as a Light-Sport aircraft, a different prop could be selected that would provide more speed. No hard numbers were provided, but it was hinted that another 10 knots or so could be gained by doing this.

From a construction standpoint, there is much less fiberglass on the RV-12 than on other Van's Aircraft models. The only fiberglass pieces are the cowling and the tailcone. There are no fairings on the vertical stabilizer to fuselage interface, and there are no wingtip fairings. Using pull rivets allows the designers to do things that would not be feasible if you had to gain access to buck rivets.

The fuel tank sits behind the seats and (at least in this aircraft) is welded aluminum. The nosegear is vertical, ala Piper, and has two internal springs with a scissor link attaching the two tubes. The whole nosegear assembly is steel and appears pretty tough. You can bounce the nosewheel off the ground by working the nosegear up and down a few times. The main gear is slab steel, reminiscent of the old Cessnas. It will not be faired and appeared robust. All braking is accomplished through bicycle-style non-differential squeeze brakes on the sticks. Ken said he is pleased with the braking system.

The questions: People wanted performance numbers, but Ken said they were not far enough in testing to provide them. Several members commented that they'd like to see more fuel capacity, which would make the RV-12 more of a cross-country airplane. There are always weight vs. distance tradeoffs to be made in every aircraft design. This is one area that may change. Certainly the plane will go right up against the speed limit for LSAs. Someone asked about takeoff distance and Ken guessed at 700 feet. I watched the RV-12 take off and I'd say somewhere between 500 and 700 feet.

The last questions were about cost and timing. On the cost issue, there was considerable discussion on what people wanted to buy versus what Van's appears to be selling. The removable wing adds to the complexity and cost, as does the EFIS. Ken indicated he just did not have a cost estimate, but a goal was to sell a complete kit including engine and avionics similar to the current prototype for about \$50,000. At this time, with most new SLSAs sell for the high 70s to well over \$100,000. The SLAs are factory-built, ready to fly, and may be used commercially such as for rentals. But I think if Van's could produce the RV-12 kit with avionics and interior for \$50K, they'd have another winner.

When? Ken thought Van's would have a kit ready for sale sometime in the second half of 2007. I would bet that if you show up at Oshkosh, there will be many more answers.

Thanks to Ken Krueger for taking the time away from his family to spend his Saturday morning with Chapter 292. We feel lucky to be so close to what is arguably the main driving force in the kit airplane industry.

We'll let you know what else we hear coming out of Aurora! —Bob Brown



The RV 12—vortex testing tufts on right side



Ken Krueger, Van's Engineering Manager

See more pictures at www.eaa292.org/RV12.htm

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.

Lost: Sporty's JD 2000 portable transceiver. Please call Jim Davis, 503/838-2160.



PPROGRAM NOTES:

**March 10, 10 A.M.
at the Chapter Hangar**

**Using Chapter Facilities &
Getting to Know Our Tool Crib**

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