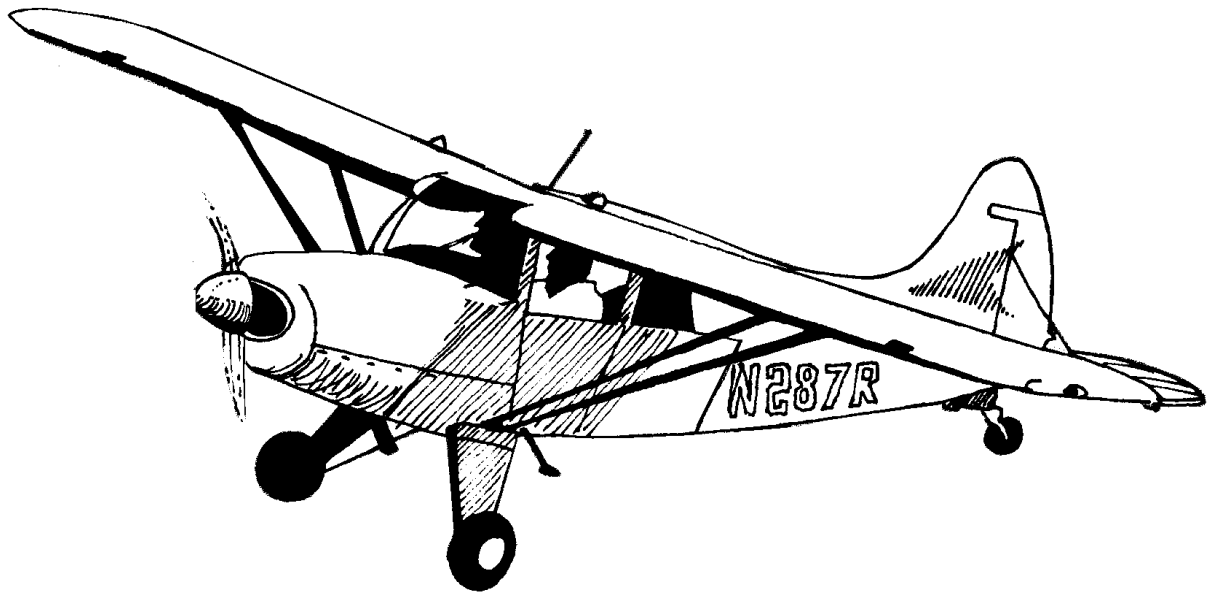


The Taledragger



April 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 don't know about you, but I'm itching for some good weather. One of the big reasons for living in the Willamette Valley is the unbeatable weather from spring until fall. Besides the newly painted RV in my hangar, I have a couple of motorcycles that are eager to head out and have a look around. Patience has never been one of my virtues.

The March meeting was well attended, we picked up several new members, and I'd like to welcome each of you to Chapter 292. A variety of interesting things were discussed at the March meeting. Besides a table full of giveaway used tools, Henry Bartle brought one of his beautiful carbon fiber RV engine plenums, which he is selling at a very reasonable price. Ken Elwood donated a box of used electronic gizmos that were eagerly snatched up by members during the break. Thanks, Ken! One thing we did was to review the tool bin program and the current inventory of tools. There were several suggestions made for further tool acquisitions, all of them good ideas such as a dynamic prop balancer, an oil filter cutter and a cable tensionometer. If there are other things that occur to you, please be sure and let us know so we can put them on a priority list. There were several good suggestions put for meeting ideas, including a "swap meet" meeting. We are always looking for ideas for newsletters and meetings, so don't hold back with all those good ideas. Zell Giles gave us a hands-on demo of how (and how not) to close the hangar doors at the chapter hangar. As some of you know, we got our doors blown off this winter because of a poorly latched door. We don't want to go through that again!

Also at the March meeting, Keith Hamilton gave us a short synopsis of planning progress for the RV Fly-In that will be held here August 17-19. Thanks to all who volunteered time and energy to be involved. Several meetings have helped to answer many of the questions that have come up. The spirit of EAA was exemplified by one of our members who came to me and said "although I have no interest in RVs, I do think it's the right thing for the chapter for me to help out with this." Thank you for that; you made my day. That attitude should be at the front of everyone's playbook. The goals of this fly-in are simple: to meet new people, see airplanes and projects and have fun in the process. Please contact Keith using the EAA-292 webpage link if you can volunteer some time and/or ideas. You should receive a questionnaire within two weeks. It's important that you fill it out and bring it to the April meeting. It's anonymous and will give us an indication of what direction you want to go with this chapter.

At the April meeting, we'll update the RV Fly-In and the B-17 visit we are sponsoring in Salem in May. Dick Wildman's group has been active in getting the word out. Over 800 flyers have already been distributed. As this could be a major fund raiser for the chapter, we still need your help on this project.

The April meeting should be interesting. Craig Cowles will show how to build, tune and install wingtip antennas. My wingtips are already riveted onto my RV and my antennas are external, but "on my next airplane," I'm gonna... --Bob Brown

CALENDAR OF EVENTS

SUNDAYS	THE INDEPENDENCE FLYER BUILDERS GROUP	CHAPTER HANGAR, AROUND NOON
FRIDAY, APRIL 13	BOARD OF DIRECTORS MEETING	CHAPTER HANGAR, 7:00 P.M.
SATURDAY, APRIL 14	GENERAL MEMBERSHIP MEETING	CHAPTER HANGAR, 10:00 A.M.
SATURDAY, APRIL 21	ANNUAL PROFICIENCY TRAINING	GABEL'S HANGAR, 2 P.M.
MONDAY, MAY 28 TH	MEMORIAL DAY FESTIVITIES	INDEPENDENCE AIRPORT, 11:00 A.M.
TUES/WEDNESDAY, MAY 29/30	ALUMINUM OVERCAST AT MCNARY FIELD	SALEM AIRPORT, ALL DAY
SATURDAY, JUNE 9	INTERNATIONAL YOUNG EAGLES DAY	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.

2007 Chapter Officers & Technical Staff

PRESIDENT:	Bob Brown	bkbrown @ minetfiber.com	(503) 838-4146
VICE-PRESIDENT:	Jerry Pryce	sierrab24r @ yahoo.com	(503) 606-9189
SECRETARY/ TREASURER:	Mike Pongracz	mikepongacz @ minetfiber.com	(503) 606-9767
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NEWSLETTER EDITOR:	Dave Martin	windwing1 @ juno.com	(503) 838-2131
HANGAR MANAGER:	Dave Smith	smithad59 @ msn.com	(503) 831-1257
TECH COUNSEL, FLIGHT ADVISOR:	Ernie Moreno	ewmoreno @ worldnet.att.net	(503) 838-6878
TECH COUNSEL (RV SPECIALIST):	Bill Wallace	bswal @ minetfiber.com	(503) 838-4945
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:	Bob Schwarzler	schwarzler @ msn.com	(503) 838-1395

Board of Directors Meeting

EAA Chapter 292: March 9, 2007

- Attendance:** (9) Browns, Pryce, Cleveland, Martin, Schwarzler, Smith, Andersen, Pongracz.
- Treasurer's Report:** There is \$7,272 in the checking account. All bills are current with the exception of the plumbing repairs to the women's restroom. Recommend transferring \$5,000 to CD or similar instrument—approved.
- Hangar Manager's Report:** North Hangar door insulation complete—**Thanks for Zell Giles and Dave Smith.** Donated furnace is complete and installed. **A big thank you to Wayne Wineland for his leadership in this upgrade to the north hangar!** The shear will be placarded with "FOR ALUMINUM ONLY" to extend its longevity. **Thanks again to Bill McLagan for his most generous donation of this beautiful piece of equipment.**
- New Young Eagles Coordinator:** Bob Schwarzler has agreed to take on this responsibility. He already has the kids and the school buses lined up from Alsea for the June 9th Young Eagles Program (I think he has all the name tags ready too!). Thanks, Bob. This is the focus of our June meeting, and let's all turn out this year to give the pilots and the kids a hand!
- Sale of VP1 Parts:** Ernie Moreno has been in contact with a new member, Jon Kenneke, who is embarking on a VP1 project. The board authorized the sale of parts donated to the chapter to him for the sum of \$350. [Editor's Note: This sale was consummated on March 21 and the proceeds were added to the Aircraft Building Fund.]
- Donation of #14:** The owner of #14, Orlando Ayala, has donated this aircraft to the chapter. This Nieuport 11 replica sold for \$18,600 in December 2003, and we will be placing it on eBay shortly. The board's strategy is to assist Orlando in selling the aircraft (rather than transferring it to the chapter and then reselling it), and this should expedite the process. We will impose on Jerry Pryce to list the aircraft.
- Aluminum Overcast Tour:** More on this at the general meeting.

8. **Future Meeting Topics:** For April we'd like to do a program on Dick Thomas' Cub Special, an FAA safety seminar from the FSDO in May, the Young Eagles Program in June, July is up for grabs, and final preparations for the RV Fly-in at the August meeting. July is problematic because of the coincidence with the fly-in at Arlington, which many of us attend. If you have any brilliant ideas, please talk to one of the members of the board.
9. **RV Fly-in:** August 17-19 are the dates for what is becoming a joint event with Van's Aircraft. Both Bob Brown and Keith Hamilton—the event chairman—have been in contact with Tom Green—Van's general manager—and they have received commitments and assurances that portable toilets, tents and whatever else might be required to accommodate a couple hundred participants will be covered by them. The Saturday banquet is still to be coordinated by Van's Aircraft, and EAA Chapter 902, which has historically done breakfasts and lunches at the Van's Homecomings, is eager to continue that tradition. Our board approved the concept, and no commitment of funds was implied or requested at this time. Event notification will be sent to EAA national, and the ODA authorities are in the loop as well. Expect to hear of official notification of this event around Sun 'n Fun. The event coincides with the Antique Fly-in at McMinnville that same weekend. All airpark residents will be contacted to help with accommodations and parking (by far the biggest concern). Many subcommittees are already working feverishly, and if you can help and haven't plugged into the process yet, please contact Keith Hamilton at (503) 957-0811.

Respectfully submitted,
Mike Pongracz, chapter secretary

General Membership Meeting

EAA Chapter 292: March 10, 2007

1. **Attendance:** 55 members were present for the meeting.
2. **B-17 Appearance:** Dick Wildman, the event chairman for the appearance of *Aluminum Overcast* on May 29 and 30 at Salem Airport, requested assistance with this program. If you'd like to help, call Dick at (503) 838-4779.
3. **RV Fly-in:** Please see the report in the Board Minutes above.
4. **APT Program:** The Annual Proficiency Training Program sponsored by the Flying Farmers has been scheduled for April 21 this year. The ground school portion will begin at 2 p.m. at the Gabels' hangar.
5. **Tool Crib Procedures:** Bob reviewed the ins and outs of what is available to all chapter members. The Technical Counselors have access to the locked cabinets, and we have a combination of a reservation system and a first come, first served system. (It's a work in progress.) **Scales in particular must have a Technical Counselor go with the equipment.** A list of the available equipment is posted on the chapter website under the resources section.

Respectfully submitted,
Mike Pongracz, chapter secretary

The Pryce List

Here it is spring already, time to dust off the airplanes, pull weeds and get that spring hangar cleaning done. As we enter into the second quarter of the year, it is also time for the chapter to do some "spring clean-up" of its own. More specifically, I am addressing our membership roster.

The last roster that Secretary/Treasurer Mike Pongracz sent me shows that we have 34 members out of 118 that have not yet paid their 2007 chapter dues. I have spoken with or left messages on answering machines for most of you who show as unpaid. Most that I have personally spoken with indicated it was just an oversight and that that they intend to pay by our next meeting. This is a reminder to either mail your check to **Mike Pongracz, 649 Airport Way, Independence, OR 97351** or bring your check book to the meeting. If you are not sure whether your dues are current, please check with Mike at our meeting on April 14th. Those members that are not brought current by the April meeting will be dropped from our roster.

B-17 Visit

As most of you are aware, our chapter is hosting the visit of EAA's B-17 "Aluminum Overcast" to Salem on May 29th and 30th. We are still actively recruiting volunteers to help conduct tours, sell tickets, and work the concession trailer. If you are interested in helping out and possibly earning a ride on the repositioning flight to Hillsboro, please contact Dick Wildman 503-838-4962, Dave Smith 503-831-1257 or Zell Giles 503-763-7120.

Chapter Aircraft for Sale

At the meeting last month we mentioned that Nieuport #14 of "Noon Patrol" fame has graciously been donated back to the chapter by Orlando Ayala, the gentleman that purchased it off eBay in December 2003. The aircraft has been listed on eBay for sale and the eventual proceeds of the sale will be deposited in the chapter aircraft building fund. The Hornet is also up for sale and currently listed on barnstomers.com see the For Sale section of the newsletter for further details. --Jerry Pryce, chapter v.p.

Report from the Independence Airport Support Group (ISAS)

The ISAS Group met March 12, 2007 and considered a proposal presented by Andy Andersen at the request of Oregon Flying Farmers and Oregon Agricultural Alliance. Below is a synopsis of **HB-3153** to enable establishing Airport Growth Boundary (AGB). HB-3153 was submitted by Representative Mike Schaufler of Happy Valley.

A BILL TO PRESERVE FARMLAND & OREGON PUBLIC USE AIRPORTS

The essence of this bill is to allow public use airport owners, both private and governmental, to request cities and counties to establish an outer boundary of not more than 3 miles and an inner boundary of 2000 feet around the main airport runways (the exact distance for the AGB to be determined by the local situation). This will allow zoning for farming, forestry, industrial, commercial, airparks and "through the fence" aviation operations. The bill will also permit zoning to prohibit unfavorable development, such as high density housing and other developments that would be detrimental to keeping the airport operational as an airport. Land uses existing at time of enactment of **HB-3153** are "grand fathered" and not included in this bill. The amended bill will also address issue associated with Measure 37, which is yet to be determined by the Legislature or the Courts.

This bill is necessary to prevent the closure of airports because of development next to airports that are detrimental to keeping the airport operational. Aircraft Owners & Pilots Assn. (AOPA) has estimated there is an average of one airport every two weeks that is being closed in the U.S., primarily by high density housing or construction of towers and other obstacles to safe flight. In 1996, Independence State Airport (7S5) was threatened to be closed by proposed development of 112 small lots for residential housing within 650 feet of the main runway. Diligent work by local pilots and the City of Independence helped change this with an overlay zone for residential single family airpark (RSA) for development of 50 airpark lots.

It is important to keep public use airports operational as part of Oregon's Aviation System Plan (OASP). This includes 7 commercial and 90 public use airports in Oregon of which Oregon Department of Aviation (ODA) owns and manages 28. The Airport Growth Boundary (AGB) will help keep the state-owned airports operational as well as all other Oregon public use airports in the OASP that are essential in providing aviation access to all communities for commercial, industrial, agricultural, educational, recreational and personal transportation.

The request is for passage of **HB-3153** by the Oregon Legislature. Amendments to the bill are necessary to change the Oregon Land Use Laws to allow public use airport owners in Oregon to establish an AGB. This will allow local government to designate permitted uses within the AGB around airports to promote long range planning for development of the airport and preserve farm and forest land. The bill will prohibit development that could cause the airport to be closed or curtail flight operations. Organizations and individuals in the Oregon Agricultural and Aviation communities are asked to support **HB-3153** to protect Oregon public use airports and farming by providing testimony when the Joint Land Use Fairness Committee hearings are held. A meeting of those willing to testify will be held by Scott Ashcom prior to the hearing. Those being contacted are: the Oregon Agricultural Alliance, Oregon and Polk Co. Farm Bureau, Oregon Flying Farmers, Oregon Department of Aviation, Oregon Agricultural Applicators Assn., Oregon Pilots' Assn., Oregon Antique & Classic Aircraft Club, Columbia Seaplane Pilots Assn., Oregon Pines Chapter 99s, OSEAA, EAA Chapter 292, and Independence State Airport Support Board. Other Aviation enthusiasts and organizations are welcome.

For further information and to be added to the list to testify, contact W.L."Andy" Andersen, Oregon Flying Farmer Director, 803 Cessna St., Independence, OR 97351, 503.838.4231, andyconniel@minetfiber.com or Scott Ashcom, Executive Director, Oregon Agricultural Alliance, 147 SE 102nd Ave., Portland, OR 97216, 971.230.0374, FAX: 503.253.9172, ashcoms@msn.com

This proposal was well received by the ISAS Group and it was decided to refer the matter to our respective constituencies. I am therefore bringing this to the attention of EAA Chapter 292 and seek your comments and support. We are to report back with comments and decisions from our members at the May 14, 2007 ISAS Group meeting.

Respectfully submitted,

Mike Pongracz, chapter secretary/treasurer and chapter representative to ISAS

Last call for 2007 chapter dues*

- [] I'm enclosing \$36 for 2007 membership and an e-mail version of *The Taledragger*.
- [] I'm enclosing \$48 for 2007 including a paper copy of *The Taledragge*.
- [] I'm enclosing a check for \$500 for my Lifetime Membership.

*They were due January 1 for all members • Please return this form to Mike Pongracz, Chapter Secretary, 649 Airport Way, Independence OR 97351.

Dale Finberg Flies Again

Dale remembers his first airplane ride well, and it was a long time ago. He lives in Salem now. But he was raised in Minnesota, where his first flight was in a Fairchild PT-23 at about 9 years of age. He and his brother flew in the same open-cockpit seat. “My uncle was a sign painter,” Dale said, “and the plane’s owner had my uncle paint ‘Cordwood Katie’ on the side of the wood plane. His payment for the sign was giving us a ride.” Dale says he would still be up there if he could.

His brother never pursued aviation, but Dale dreamed about flying from then on. Actually, he never flew again until he was in the Navy starting in ’54. He was a jet engine mechanic for 4 years and went back home to Clinton, Minnesota. Moving to Oregon in 1964 with his family, Dale worked in the utility services field. He and his wife will celebrate 52 years of marriage this summer.

In 2000, in his mid 60s, Dale began living his dream as he started flight training in Mulino. He joined Chapter 292 when he was taking flying lessons. He flew a Cessna 172 and then an Aeronca Champ at Lenhart’s and then moved into ultralights. Now he owns a Preceptor N-3 Pup--an award-winning design by Bob Counts--that Dale has flown about 250 hours. The original engine was a two-cylinder, four-stroke Global. The second engine was a used single-carb Rotax 503, which Dale says he wore out. Now he’s installing a new dual-carb Rotax 503, which adds nearly 50% power compared with the original Global. The airplane is based at Knox Butte near Albany, where Dale belongs to an ultralight club.

He looks forward to getting his Sport Pilot license with the Carpenters of Rainbow Aviation in northern California in the spring. (They presented their Experimental Light-Sport Aircraft [E-LSA] inspection course here at Chapter 292 last November, and Dale completed the two-day course.)

“I’m getting my Pup ready to fly again,” Dale said, adding that he will get it licensed as an E-LSA before the deadline, which is January 31, 2008. Having a certificate for

the E-LSA course, he will be able to do the annual condition inspection on his N-3 Pup. He is also building a Hummel UltraCruiser, which will use the Global engine. “This all-sheet metal airplane was designed around a half-VW engine,” Dale said, “so the Global should work fine.” Hanging the engine and building the cowl will complete the aircraft.

He has been working on the Indy Flyer with Ernie Moreno and says he’s learned a lot about fabric work. He helped “a little bit” on the Nieuport project.

Dale’s favorite flying is around the Willamette Valley with two or three other club members. We look forward to seeing both his re-engined N-3 Pup and the new Hummel UltraCruiser at 7S5 some day soon.

--*Dave Martin*



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 ENGINE: EA-81, \$300 OBO. Call Zell Giles at (503) 763-7120.

7/8-SCALE NIEUPORT 11 REPLICA, #14 of "Noon Patrol." Aircraft has been inspected by the FAA and has been flown. It is currently listed on eBay. See item [Noon Patrol #14](#).

GYPSY ULTRALIGHT built as a Chapter 292 project in 1998. Almost new condition, legal ultralight. Cleaning out the hangar...It's gotta go! \$2250 Ernie Moreno 503-838-6878.

HORNET AIRCRAFT. Qualifies as ELSA, updated Hirth 65-hp power, electric flaps and trim, basic VFR instruments. \$11,000 (\$10,000 to chapter members). Contact Al Cleveland (503)910-7786.



PROGRAM NOTES:

APRIL 14, 10 A.M.

**CRAIG COWLES ON
"BUILDING AN INEXPENSIVE
WINGTIP ANTENNA"**

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