

The Taledragger



August 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

As I write this, my thoughts are still elsewhere, and there's still a gleam in my eye as I relive all the memories of Karen and me flying our recently finished RV7-A to Oshkosh and back. We had the pleasure of running into many of our fellow Chapter 292 members and neighbors, and there were several others who attended we just didn't get to see. We might have to start having an "Independence Oshkosh Gathering" if this trend continues! This was the third time I've flown an aircraft into AirVenture, and it was by far this was the most relaxing arrival. Skies were clear, temperatures and humidity were agreeable (can this be Oshkosh?), and the airspace was relatively uncrowded.

We camped in Homebuilt Camping this year and really enjoyed meeting many new friends and spending our evenings getting to know people who have similarly labored for years to finish their flying creations. There was a Wittman Tailwind (which turned out to be a Lindy winner) parked nearby; there was a Quicke parked just ahead, a homebuilt Pitts with beautiful polished aluminum wheelpants and a polished aluminum cowling around a chromed radial engine; there were Glasairs, GlaStars, Nieuport 17s, Murphys, Zeniths, RVs and many others. No matter what flavor of aircraft you looked at, you could count on meeting colorful, outgoing, excited people who had long dreamed of flying to "the show" and had finally arrived.

By the end of the week, we knew many of these people like they were our closest neighbors. This is the spirit of EAA... the spirit we should strive for every day in our local chapters when we reach out to people who look up every time they hear an airplane. EAA is about living the flying dream and meeting other people who share that dream. I was amazed at how much it saddened me to depart OSH on Thursday the 26th knowing that I wouldn't be sitting around the aircraft camping area that evening laughing with my new neighbors. It sure gives us something to look forward to next year, and it gave us many new names to put on our Christmas card list.

Now that Arlington and Oshkosh are past us, it's time for us in Chapter 292 to focus on the remaining items on our agenda for the rest of the year, such as planning for our annual banquet and the upcoming election of new chapter officers.

We'll have another chance to meet new people and make new friends during the upcoming RV Fly-in that will be held here at Independence State Airport on August 17-19. Many of our neighbors have worked hard over the last few months to organize this event. We're in the final push to insure there are no loose ends. Keith Hamilton and his committee will review assignments and expectations and will be available to answer any remaining questions. We'll still be soliciting help for various aspects of this, so be sure and try to make the meeting. I'm counting on you.

– Bob Brown

Calendar of Events

SUNDAYS	THE INDEPENDENCE FLYER BUILDERS GROUP	CHAPTER HANGAR, AROUND NOON-ISH
FRIDAY, AUGUST 10	BOARD OF DIRECTORS MEETING	CHAPTER HANGAR, 7 PM
SATURDAY, AUGUST 11	GENERAL MEMBERSHIP MEETING	CHAPTER HANGAR, 10 AM
AUGUST 17, 18, & 19 TH	RV FLY-IN	WATCH FOR ANNOUNCEMENTS

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

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YOUNG EAGLES COORDINATOR:	Bob Schwarzler	schwarzler @ msn.com	(503) 838-1395

“The Pryce List”

B-17 Visit

I'd like to start off this month by extending a belated but sincere round of thanks to Larry Vehrs, Frank Koch, Roger Kleve, Jim Davis, Bill McKinney and Gary Cleveland for their help during the May B-17 visit to Salem. All of these gentlemen helped coordinate aircraft tour. This particular group was chaired by Dave Smith, and though he provided me with a complete list of volunteers that had assisted during the visit, these names were inadvertently left out of the last newsletter. I sincerely apologize to all of these gentlemen for the omission.

Anniversary

A significant anniversary for our chapter quietly passed on August 2nd. It was on this day, forty years ago that the first meeting of the Benton-Linn Experimental Aircraft Association convened at the home of Ken Elwood in Albany. Thirty members were present at this first organizational meeting! There was certainly a lot of enthusiasm for a national organization that was only fourteen years old. Attendees of the first meeting hailed from Salem, Albany, Corvallis, Dallas, Shedd, Halsey, Brownsville and even one member from Eugene. The first newsletter credits Dave Fleming and Ken Elwood of Albany, George Roe of Salem, Ernie Smith of Halsey, Hal Samuelson resident of Shedd, and Bill Cooper, all active aircraft builders, as being instrumental in setting up the organizational meeting. The chapter was formally chartered as Willamette – Salem, Oregon Chapter 292 on September 26th, 1967, just two weeks after the second meeting. The chapter charter, which hangs in the entryway to our chapter hangar, lists the names of the sixteen original charter members and is signed by Paul Poberezny (an original signature, I might add). Ken Elwood became the first President of Chapter 292 and was still a member ten years later when our own Bob Roach became President. Do you think the original members would be surprised to see how far we've come? If you're interested, all of this history of our organization is available in the newsletter archives in the chapter library.

See you at the meeting...

“Veep” Jerry

Board of Directors Meeting

EAA Chapter 292: June 8, 2007

1. **Attendance:** (8) Browns, Pryce, Schwarzler, Giles, Smith, Giles, Pongracz.
2. **Treasurer's Report:** We currently have \$7,876.11 in the general fund The Aircraft Building Fund is currently at \$21,801.31. All bills are current. There are currently 105 members on the roster.
3. **Mowing Report:** Bob Schwarzler will conduct a training session on June 16 for new recruits and the third mowing will be accomplished that next week. As Bob says: "The grass is growing like weeds out there!"
4. **Hangar Manager's Report:** Dave Smith reported that the toilet in the men's restroom was changed and the bill for \$168 was paid at this meeting.
5. **Technical Counselor Vacancy:** Bill and Suzie Wallace have their house on the airpark for sale and they have announced their intention of relocating to the Seattle, WA area. This leaves the chapter with a vacancy for an RV and sheet metal technical counselor. Bob Brown will try to recruit from the community, and several names immediately rose to the top: Jake Thiessen, Jim Ashford, and Greg Robl. All three are accomplished RV series builders and the chapter would be most fortunate if they choose to serve.
6. **Nominating Committee for 2008-2009 Chapter Officers:** Bob Brown announced the formation of a seven-member committee consisting of Wayne Wineland, Henry Bartle, Ernie Moreno, Bill Wallace, Dave Smith, Kathy Cheval, and Jim Hubele. They are tasked to select a slate of nominees before the September meeting.
7. **Young Eagles:** The Alsea school district cancelled their participation in the program one week ago, expressing concern over encouraging parents to sign the release document. Individual parents might not have difficult signing such waivers, but a school district can find it difficult to be placed in this position. No clear remedies were available.
8. **Next Meeting:** Scheduled for July 6, 2007. (The evening prior to the Swap Meet on July 7th.)

Respectfully submitted, *Mike Pongracz*, Chapter Secretary

General Membership Meeting

EAA Chapter 292: June 9, 2007

1. **Attendance:** No official business was conducted. This was International Young Eagles Day, and we had a wonderful program, albeit rain-shortened.

Respectfully submitted, *Mike Pongracz*, Chapter Secretary

Oshkosh/AirVenture '07

It was the place to be in late July.

At the end of "the week," EAA President Tom Poberezny called it one of the best EAA conventions ever. Those who were there might agree. Where else could you have heard Tom Peghiny (importer of the largest-selling CT light-sport aircraft) start his press conference by announcing that his company, Flight Design USA, would *not* be introducing a single-engine, V-tail minijet? That brought a laugh. He was referring to the quickly built Eclipse Concept Jet, a four-seater flown into Oshkosh by Eclipse CEO Vern Rayburn to the complete surprise of nearly everybody. ...and a reference to Cirrus Design's large-scale model of its own family-size V-tail design with its single jet also positioned in the V. The Cirrus jet was shown as a large-scale model a few hundred feet west of the new Eclipse jet.

And where else could you have watched Cessna's tally of \$5000 non-refundable deposits on its SkyCatcher LSA rise by the minute? By midmorning Thursday, the fourth day of the show, the total was 530, which represented more than \$63 million worth of two-seat Cessna 162 SkyCatchers to be equipped with a new model of the Continental O-200. The dollar number will be higher, as nobody is likely to get a C-162 for the advertised price of \$109,500. That's because there is a CPI (inflation rate) adjustment starting now, and the first few (60) deliveries are scheduled for 2009. By the time Cessna gets up to speed (700 per year starting in 2011), the price could be 10% higher depending on inflation.

Sonex (the Monnett family) revealed its in-development E-Flight programs. On hand was a Sonex Waix (the V-tail version), not yet flown, with a small 50-pound brushless electric motor up front. The object is to provide

electric-powered flight for an hour or more on scaled-way-up electric RC model technology. An informational kiosk said that a commercially built electronic speed controller would cost \$50,000, so Sonex is building its own controller. (For comparison, the controller for my medium-size RC electric airplane set me back \$90.) Also in the E-Flight plan is a version of the Sonex/AeroConversions VW-based engine that will run on pure ethanol. Midwest corn farmers signaled their approval (although ethanol from other sources including birch trees is much more environmentally friendly).

The LSA Mall, featuring factory-built and other qualifying light-sport aircraft (LSAs), was chock full near show center at Aeroshell Square. More space will be needed if a few more FAA-approved, factory-built Special LSAs show up next year. The list including come 'chutes and trikes is now 55 designs long.



Cessna 162 SkyCatcher LSA cockpit mockup

A few pictures will capture a bit of the AirVenture flavor.

Herd and Scene at Oshkosh



Eclipse Concept Jet



From Scappoose: Jim Vanek's unflown SportCopter II



Sonex electric, not yet flying



"Today's mission is to bomb Fisk, now that we've found it."



Continental O-200D will power Cessna's LSA



Actually, this guy really wanted a Spacewalker

--Photos: Dave Martin



Homebuilt Camping



Bob Brown at "the Arch" ...it must have been early in the day!



Karen's ride in the trimotor—Lake Winnebago seaplane base



Heritage: Mustang and Raptor



History: T-28



Future: 35 ship formation of RVs

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

A-65 CONTINENTAL rebuilt, 1/2 hour run time, runs great, 010 under crank, tapered shaft, new hub, has oil sump, carb, mags and has original-log \$5000 obo Rick Tjulander (503) 999-4922.

WANTED: 6.00x6 Cessna-style (172, 150, etc 1.5-inch axle) wheel. I'm using old-style Cessna axles on my VP-1. Jon Kenneke. (541) 928-4552



PROGRAM NOTES:

**AUGUST 11TH
GENERAL MEMBERSHIP
MEETING**

**AUGUST 17, 18, & 19TH
RV FLY-IN UPDATES
(292 is HOSTING
VAN'S AIRCRAFT
HOMECOMING)**

**Experimental Aircraft Association
Willamette Valley Chapter 292
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