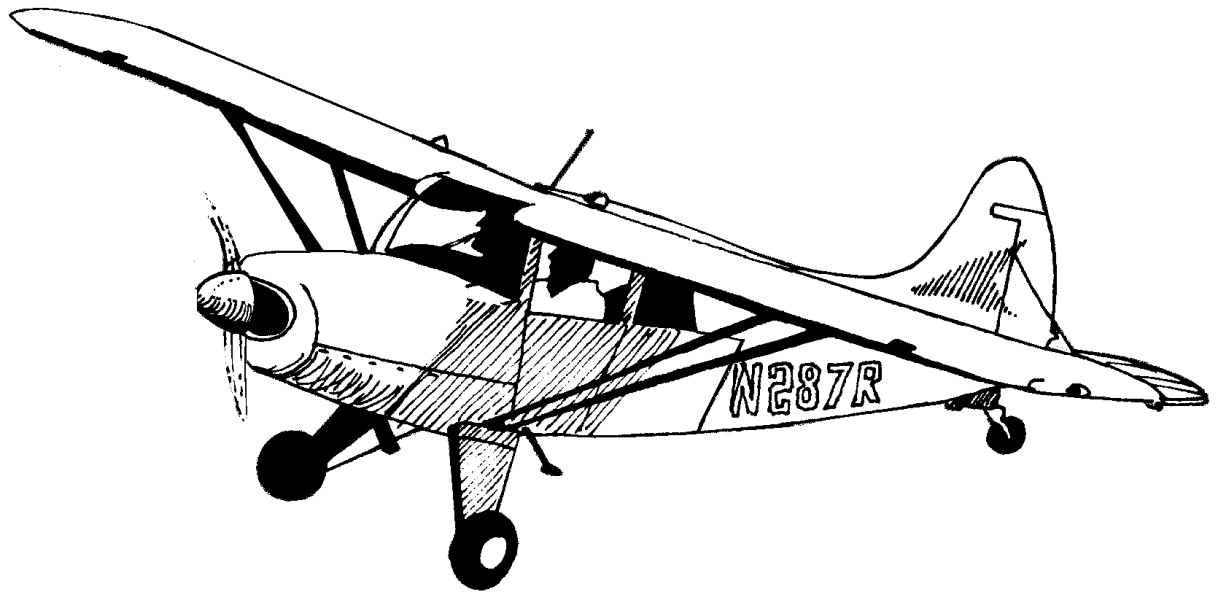


The Taledragger



January 2008
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 had an enjoyable time over the holidays. Our December 15 annual banquet was well attended, although sharply down from last year. I guess there's no getting around the fact that people like it better when it's free! We'll continue to explore options for our annual banquet, and we'd like your input on that in the coming months. If you missed the party this year, you missed out on a fun evening!

Speaking of needing your input, our first meeting this year will be on Saturday, January 12. We'll be finalizing plans for our activities in 2008, so be sure to come to this important meeting. We have several activities that people have committed to be involved with, but we have not set firm dates yet. There have been discussions of hosting a ragwing fly-in, another RV fly-in, and other fly-in or fly-out activities. Eagle Engines, from Redding, California, has scheduled one of our meeting days for an "engine build day," where they will assemble a Lycoming engine during a one-day class. This will be especially appropriate to those of you building or flying projects powered by a Lycoming four-cylinder engine.

Another meeting weekend will involve completing a usable fiberglass project. We have discussed presenting a machining class with several of our resident experts, and there seems to be significant interest in that direction, again doing something that would result in a usable project. What we'd like to stay focused on is learning new things and taking advantage of expertise we already have available locally. If you have ideas, we want to hear them. The Independence Flyer project is still active and moving toward completion at the able supervision of Ernie Moreno.

Several months ago, one of our chapter members indicated he'd like to see us embark on a program of investing in more tools. Several other members have made similar suggestions. With that in mind and from member feedback over the past few months, the board agreed that a good sheet metal brake would make a good addition to the chapter hangar. During the December meeting, the Board of Directors approved spending \$1500 on a 48-inch sheet metal brake. The membership will be voting on that expenditure at the general meeting in January, where we'll also make plans for future expansion and upgrades of our tools and equipment inventory.

I hope all of you are as full of optimism about EAA 292 and our 2008 programs as I am, I look forward to seeing you at the meeting.

--Bob Brown

BOARD MEETING December 15, 2007

MINUTES

Attendees:

<input checked="" type="checkbox"/>	Bob Brown	<input checked="" type="checkbox"/>	Jerry Pryce	<input checked="" type="checkbox"/>	Tom Turnbull	<input checked="" type="checkbox"/>	Ernie Moreno
<input checked="" type="checkbox"/>	Henry Bartle	<input checked="" type="checkbox"/>	Bob Schwarzler	<input checked="" type="checkbox"/>	Jerry Medlock	<input checked="" type="checkbox"/>	Chuck West
<input checked="" type="checkbox"/>	Dave Smith	<input checked="" type="checkbox"/>	Zell Giles	<input checked="" type="checkbox"/>	Karen Brown	<input checked="" type="checkbox"/>	Gary McCormick
<input checked="" type="checkbox"/>	Dave Martin	<input checked="" type="checkbox"/>	Al Cleveland	<input checked="" type="checkbox"/>	Barb Turnbull	<input checked="" type="checkbox"/>	Jim Hubele
<input checked="" type="checkbox"/>	Bob Esch						

Approval of minutes

Minutes from November meetings submitted for approval. MOTION: Jerry Pryce – Approve November minutes as submitted. Second by Dave Smith. Motion passed.

Secretary's Report – Tom Turnbull

Membership - Currently 50 paid members.

State Hangar Lease – we received notice that our rental rate will be going up slightly

Chapter Renewal Papers – received from Bob Brown today and will work on submitting – due 1/15/07

Flight Training Devices – Chuck West

Chuck provided background on flight training simulators. He is presenting this for our consideration as an item to be housed at the EAA hangar for member usage. There are two types under consideration: \$6000 to \$30,000 Elite. The advantage of the Elite model is the amount of hours (20) you can log toward your instrument rating. Chuck has tested some of the software and has approximately 15 people interested in contributing toward a shared unit. If this were put to the EAA membership, we might be able to get enough interest to go to the high-end model and house this at the EAA hangar for broader use. Bob Brown asked Jerry Pryce and Tom Turnbull work with Chuck West to investigate the options and put together a plan for board review in January.

Treasurer's Report – Gary McCormick

Gary has been reconstructing the records and all but one deposit has been identified. We had the bank research several deposits so we could identify the individual checks deposited and credit the correct member's dues. He received a notice from US Bank that they were making a \$10,000 correction due to their error in showing a duplicate deposit. Gary McCormick and Ernie Moreno will compare records to verify the building fund amounts.

Old Business

Hangar Lease – Bob Esch requested some lease changes. Heat: Would we accept \$225/month without heat? No, heat usage cannot currently be tracked separately for the north hangar. Sublease: Is it prohibited? Yes, we will lease to only one individual, but it is acceptable for that individual to divide rent with other occupants in the space. However, the original lessee is responsible to the EAA. Liability Insurance: The current requirement is \$1 million; will we accept \$300,000? Bob Brown indicated this is the agreement that has been in use for several years. The last lessee also questioned the \$1 million coverage but the board held firm, and he obtained the requested amount. Bob Brown feels that going forward, the lease language should be set and not negotiated, thereby showing no favoritism. As a general rule; insurance amounts requested match the amounts held on the EAA hangar. After further discussion, Jerry Pryce agreed to follow up on this request by taking the current lease insurance requirements to his insurance agent to get a better understanding of the requirements and a quote for the \$1 million coverage next week. He will also check with our EAA agent. As a side note, Bob also shared that our current lease from the space precludes us from renting hangar space, and ODA is amending this for our renewal lease.

Policy Manual Committee – Bob Brown stated the committee will disband for 2007 and a new committee will be set up in 2008.

Mowing Contract – ODA did not agree to mowing three times a year so the contract will not be renewed. We will put the mower up for sale at \$9000. Al Cleveland may have an interested buyer; and we will list it on Craig's list. MOTION: Dave Martin – Put the mower up for sale for \$9000. Second by Tom Turnbull. Motion passed. Bob Brown will handle the ad placement on Craig's List.

New Business

Jerry Pryce – advised that he had purchased 10 tables \$19.95/each for EAA use, as previously approved.

ARES group – Pete Weber asked if the group (an amateur radio emergency services organization) could meet at EAA in February.
MOTION: Jerry Pryce moved that the ARES be approved to use the EAA hangar for its February meeting. Second by Jerry Medlock.
 Motion passed.

Membership survey – Jerry Pryce will e-mail to the board a starting list of questions to be included in the survey for discussion in January.

MOTION: Dave Smith – moved the board approve up to \$1500 to purchase a bending break for the chapter and present this to the membership in January for a vote. Second by Jerry Pryce. Motion passed. Henry Bartle will also look at his 8-foot brake in California to see if it might work for the chapter.

Dave Martin – shared that he is our newest flight advisor and is ready to take on projects.

MOTION: Jerry Pryce – moved we adjourn. Second by Tom Turnbull. Motion passed.

Respectfully submitted, *Tom Turnbull*, Secretary

CALENDAR OF EVENTS

SUNDAYS	THE INDEPENDENCE FLYER BUILDERS GROUP	CHAPTER HANGAR, AROUND NOON
FRIDAY, JANUARY 11, 2008	BOARD OF DIRECTORS MEETING	CHAPTER HANGAR, 7 P.M.
SATURDAY, JANUARY 12	MONTHLY MEETING	CHAPTER HANGAR, 10 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 © (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.

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.

2008 Chapter Officers & Technical Staff

PRESIDENT: VICE-PRESIDENT: SECRETARY: TREASURER: BOARD MEMBERS AT LARGE	Bob Brown Al Cleveland Tom Turnbull, Gary McCormick Jerry Pryce Jim Hubele Karen Brown Dave Martin Dave Smith Kathy Cheval Dave Martin	bkbrown @ minetfiber.com amcleland @ minetfiber.com rv7tt @ minetfiber.com garymc@ieee.org sierrab24r @ yahoo.com khubele @ minetfiber.com eaawillamette @ minetfiber.com windwing1 @ juno.com smithad59 @ msn.com kiaorana @ wvi.com windwing1 @ juno.com	(503) 838-4146 (503) 910-7786 (503) 838-1260 (503) 838-2742 (503) 606-9189 (503) 838-2584 (503) 838-4146 (503) 838-2131 (503) 831-1257 (503) 838-9870 (503)838-2131
WEBMASTER: NEWSLETTER EDITOR: HANGAR MANAGER: YOUNG EAGLES COORDINATOR: FLIGHT ADVISOR	Ernie Moreno Bill Wallace Henry Bartle Bob Ross Al Cleveland	ewmoreno @ minetfiber.com sgwjw @ minetfiber.com bartle4 @ msn.com barnstormers2 @ msn.com amcleland @ minetfiber.com	(503) 838-6878 (503) 838-4945 (503) 838-4009 (503) 838-9967 (503) 910-7786
TECHNICAL COUNSELOR & FLIGHT ADVISOR: TECHNICAL COUNSELOR (RV SPECIALIST): TECHNICAL COUNSELOR (FIBERGLASS & PAINTING): TECHNICAL COUNSELOR (ENGINES & AIRFRAMES): TECHNICAL COUNSELOR (SHEETMETAL):	Ernie Moreno Bill Wallace Henry Bartle Bob Ross Al Cleveland	ewmoreno @ minetfiber.com sgwjw @ minetfiber.com bartle4 @ msn.com barnstormers2 @ msn.com amcleland @ minetfiber.com	(503) 838-6878 (503) 838-4945 (503) 838-4009 (503) 838-9967 (503) 910-7786

Jim Morton

On model planes, metalsmithing and more.

Longtime Chapter 292 member Jim Morton's dad flew model airplanes—first rubber-powered free flight models and then gasoline-powered, spark-ignition control line planes. His dad also took some flying lessons, and Jim shared his father's enthusiasm for all sorts of aviation including the models. When Jim was 15, he recalls, he rode his bicycle 30 miles to Lake County Airport outside Lakeview, Oregon. Myron Buswell, the local FBO proprietor, was working on his Tri-Pacer and offered Jim a ride during the post-maintenance check flight—Jim's first flight in a little airplane. "He let me fly it, and I was hooked," Jim said.

He then worked for Buswell for two summers as a gas boy to earn money for flight training (\$20 per Tri-Pacer hour including instruction). By the end of the second summer, he had about 10 hours and was nearly ready to solo. School and working the following summer in the hay fields slowed progress, but Jim returned to solo in Buswell's Shinn tandem trainer, which he then flew regularly. Jim's private pilot license check ride, at age 19, was in another of Buswell's acquisitions, an Aero Commander Lark.

Jim went to college at Northrop Institute in Inglewood, California, and graduated as planned with an A&P rating. As a new mechanic, he worked with Buswell at Lake County Airport until his draft board became interested in his low draft number. Jim then enlisted in the Navy and became a metalsmith in Fighter Squadron 24, which flew F-8 Crusaders off the carrier *USS HANCOCK*. Navy adventures included *not* becoming a junior enlisted mess cook because of his mechanic credentials and experience...and observing at close range an F-8 landing accident aboard the ship while he was briefly a plane captain on the flight deck. The pilot ejected after his Crusader hit the ramp (the blunt end of the ship), was safely snagged by his chute on the ship instead of going in the water, and his automatically detached ejection seat hit an aircraft on the flight deck a few feet from Jim.

Life in the metal shops—both aboard ship and later at Naval Air Station Miramar in San Diego—was less exciting but a lot safer. Jim found that he could make metal airplane parts faster than other airmen, which led quickly to more responsibility and promotions. After four years in the Navy and discharge as a petty officer second class, Jim returned to Lakeview and A&P work with Buzz Buswell and got his commercial license. He moved to Burns and flew for Mike Cox in a C-182 and a Lark Commander. One interesting trip, he said, was flying a news crew to a desert site where a race car driver was attempting to beat

the land speed record. Other work included doing progressive inspections on planes used for bank check runs.

After the recession and reduction of flying in the late '70s, Jim became an auto mechanic for a while and then a machinist at a NAPA store. He met his wife, Carolyn, who worked for the Forest Service, which led to some part time work for Jim. They had a daughter, their first child, and eventually moved from Lakeview (where it's cold in the winter) to Corvallis (normally less cold), where they have lived ever since. Jim worked as a carpenter and then as a helicopter maintainer until that company folded. Now he's self-employed, fixing hand-operated power tools and rebuilding starters and alternators for aircraft, autos, boats and farm equipment.



Jim and Carolyn went into the ceramics business: molding, painting, firing and finishing. But they decided to leave that business and quickly sold the big molds, the kilns and everything. Two years ago at Corvallis, Jim repaired a C-182 whose aft fuselage was torn off by towing it without untying the tail.

Jim is a long-time EAA member, beginning shortly after his bicycle trip and his first lightplane hop. He helped start Chapter 662 in Lakeview and was its first vice president, and he joined Chapter 292 in time to help build the original pole-type hangar. He also had a hand in work on the present building.

He says he'd like to get involved again in aircraft maintenance such as annual condition inspections on homebuilts. Health problems keep Jim out of the air now, but he says he intends to become involved in R/C flying soon. —Dave Martin

Pictures of December banquet



*Karen Brown (webmaster), Bob Brown (president),
Jerry Pryce (vice president)*



*Dick Thomas
really scored. Get a load of that cell phone!*



Keith Hamilton and guest, Scott and Harriet Savage



The banquet room at the Independence Elks Lodge



Dennis and Eileen Krummel both won door prizes

Andy Duncan and Kathy Cheval cut the rug.



More pictures on the web site:
www.eaa292.org/banquet2007.htm

CLASSIFIED ADS

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

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

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.

EMERGENCY LOCATOR TRANSMITTER-Ameri-King AK-450, complete as originally sold. Battery expiration March 2009. \$150. Van's IE VTACH3500 2.25" Tach gauge with IE VTACHGEN2 transducer \$60. Jim Ashford, (503) 508-283

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.

LaserGrade Testing Center - nutsch.com, LLC - (503)428-7209.



PROGRAM NOTES **Saturday, January 12** **Chapter Hangar, 10 a.m.** **Annual Planning Meeting**

Just a quick note on the status of the Membership/Dues Drive. As of January 1st we have recieved payment for 2008 dues from forty-six of our members. That's a little less than half of the 2007 roster! Thank you all who have paid!

We know with the holidays everyone is very busy and this probably has slipped your mind. Now that the new year is here we need your support as we begin our chapter activities for 2008. Please use the attached form to return you dues payment and Happy New Year!

Tom Turnbull Chapter Secretary

Dues are due January 1, 2008 for all members. The Financial Part: (Please check at least one)

- 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 WITH YOUR PAYMENT TO (checks payable to EAA Chapter 292):

**EAA Chapter 292
4803 Airport Road
Independence, OR 97351**