

The Taledragger



February 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'm saddened to report the passing of friend and chapter member Bob Ross. As one of our family, Bob's wife, Kayla, needs our support now. I'd like to tell you a little about Bob and Kayla.

There was Bob the flight instructor, Bob the A&P, Bob the winner of the Charles Taylor Master Mechanic Award. There was Bob the lifelong helicopter pilot, crop duster and aircraft builder. There was Bob the husband and father.

Bob was actively involved in EAA for many years, in both California and Hawaii (EAA#17591). But there was another, more personal side to Bob Ross. Those who knew him will remember a straight-talking guy who could look you in the eye and be forceful and direct. But Bob was also the guy who could always crack a joke, no matter how bad things might seem, and often those jokes were on himself.

Bob was diagnosed a long time ago with bone cancer and was given no hope for recovery by the medical establishment. Of course, that didn't affect Bob's exhilaration with life, nor did it affect his plans. Bob was a guy who had plans for everything. Never mind that he was in constant, often excruciating pain, never mind that he had been told he wasn't going to make it; Bob had plans. He and Kayla drove their motor home to Oshkosh every year, where Bob held court among his friends. When I was in Hangar D last year at Oshkosh, I heard people erupt in laughter as I heard Bob's unmistakable low voice deliver the punch line of a joke. I turned around and there was Bob, laughing so hard he started to cough.

Bob had an Interstate Cadet and would wake up early in the mornings and go fly by himself. I watched him make about 15 picture-perfect landings one summer morning just after the sun came up. Calmly, deliberately, quietly and methodically, Bob flew that airplane as easily and precisely as a surgeon operates. When Bob set his mind to something, it was going to happen.

Bob was a fixture around the neighborhood, always interested in anything related to airplanes. When I had a problem with the charging system on my airplane (which was a 24-volt system), Bob heard about it and showed up with a 24-volt charger and said, "I heard you needed this. Keep it as long as you need it." Bob's hangar was full of projects. A Ragamuffin fuselage stood in one corner, a mid '50s T-Bird was in the garage, there was some machine work to do on the mirrors of his motor home, the ever-present, spick-and-span Interstate was there, and his project of the moment, an amphib.

Bob bought a new TIG welder last summer and started taking welding lessons to improve his welding skills. Bob had an agenda for life, and it was full. It was full up to the day he left us. This was not a man who was bothered by a bit of news that he was in a battle that could not be won, because he didn't have time to bother with things like that. Bob had plans. After I became president of this chapter, Bob and Kayla approached me with suggestions...like starting a gathering every morning at the chapter hangar for coffee. Bob said he'd do it, and by golly, he did..

He set up the Coffee Klatch and even started Waffle Day. Bob loved that group of guys, so he was down there whenever he was in town and whenever he was able. That's how traditions start. Kayla suggested we have a meal after the meetings...and we do.

Bob was not a man to get in front of, lest you be run over, because Bob had plans. When you feel like things have got you down, take a lesson from Bob's book: Make plans and start to work on them.

So please take a minute and remember Bob, who is now doing chandelles and lazy eights to his heart's content. Thanks Bob, for being such a role model for us. We will remember the lessons you gave us so easily. Godspeed, Bob Ross. *-Bob Brown*

A memorial and celebration for the life of *Bob Ross* will be held in the chapter hangar at 2 p.m. on Saturday, February 23.

CALENDAR OF EVENTS

SUNDAYS	THE INDEPENDENCE FLYER BUILDERS GROUP	CHAPTER HANGAR, AROUND NOON
FRIDAY, FEBRUARY 8, 2008	BOARD OF DIRECTORS MEETING	CHAPTER HANGAR, 7 P.M.
SATURDAY, FEBRUARY 9	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

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TECHNICAL COUNSELOR (SHEETMETAL):			
FLIGHT ADVISOR:			
YOUNG EAGLES COORDINATOR:			

Meet Chuck West

The iceman cometh *and goeth* by airplane.

Chuck West spends a lot of his working hours on skis...which are attached to the Alaskan airplane he is flying at the moment.

His Alaskan job is a Part 135 charter operation. It's seasonal, and pilots need annual training and a checkride. Chuck is one of about 18 pilots flying for K2, which specializes in flying climbers to and from a base camp near Mt. McKinley and tourists around the mountains and onto several glaciers. K2's aircraft include C-185s, Beavers, a Cherokee 6, a C-206, Turbine Otters and a Navajo. Most are on skis. The location is Talkeetna, 70 miles north of Anchorage.

For pilots, the routine is a 14-hour duty day with a maximum of 8 hours of flying. They haul climbers to the mountain base camp—established each April by the Park Service for the climbers—which is at about 7300 feet.

The K2 pilots also take tourists on one of three lengths of flights: 1 hour, 1+15 and 1+30 minutes. The shortest route costs more than \$300 per passenger, usually with four to seven of them aboard, depending on the airplane used.

Regarding the three options for tourists about to view some of the world's most spectacular scenery, Chuck uses a food analogy. The 1-hour flight, he said, is like a really good hamburger, the 75-minute hop is like a substantial three-course lunch, and the 1.5-hour flight is the seven-course dinner. A glacier landing in the snow, he said, is like adding dessert.

The K2 flights show basically the same scenery, but the pilots have their own routines. Chuck uses an I-pod for background music he has chosen, and he choreographs the flights for the maximum audible and visual effect. The music is overridden by the intercom and his narration or the radio. The overwhelming scenery is the draw. "It's not unusual for people to become emotional and cry," he said.

The season for climbers is early May to early July. Chuck has been flying in Alaska since 2000, usually starting in April and ending in August. He has begun a guest book and estimates that he flies more than 1000 people per season. Usually, flying conditions are ideal: smooth air and good visibility. There is no convection over the glaciers. The lowest glacier landing locations in the summer are about 5300 feet. Landing areas are chosen for a slope of about 6%. (Land uphill; takeoff down.)

Flat lighting conditions, caused by an overcast and diffused lighting, make glacier landings more difficult because the pilot can't see the moguls (mounds in the snow). Chuck notes that he has taken a climber to or from base camp with ceilings as low as 100 feet. On an approach like that, the markers for the landing area (small plastic sleds) can't be seen until you are about half a mile out, Chuck said. "You need to



be ready to abort," he said. The technique is to avoid any attempt to flare in flat lighting. "I fly on using Vx or Vy as the approach speed, using 20 degrees of flaps in a C-185," Chuck said.

He began skydiving in high school near Miami. Joining the Navy out of high school, Chuck got basic training at Great Lakes (Chicago) and was discharged at Long Beach, California. He remained in California, started flying in 1971, got his private license in one month and the commercial two months later. He immediately began lifting skydivers in a C-180, flying from Skylark Field at Lake Elsinore, California, and he transitioned to fly antique Howard taildraggers. He earned a multi rating in a Beech D-18 at the famous Flabob Airport near Riverside, flying with Flavio Maderiaga, one of the airport's founders.

Chuck bought his own C-185 in 1985 and still has it. He thinks Judy likes flying with him. He says to ask her.

—*Dave Martin*

Board of Directors Meeting – 01-11-08

MINUTES

Board Members Present:

<input checked="" type="checkbox"/>	Bob Brown – Pres.	<input checked="" type="checkbox"/>	Al Cleveland – V. P.	<input checked="" type="checkbox"/>	Tom Turnbull – Sec	<input checked="" type="checkbox"/>	Gary McCormick – Treas.
<input checked="" type="checkbox"/>	Jerry Pryce - MAL	<input checked="" type="checkbox"/>	Jim Hubele – MAL	<input checked="" type="checkbox"/>	Karen Brown - Web	<input checked="" type="checkbox"/>	Dave Martin – NL Editor
<input checked="" type="checkbox"/>	Dave Smith – HMgr	<input type="checkbox"/>	Kathy Cheval – YEC	<input type="checkbox"/>		<input type="checkbox"/>	

Members and Guests Present:

<input checked="" type="checkbox"/>	Doug Davis	<input checked="" type="checkbox"/>	Chuck West	<input checked="" type="checkbox"/>	Glenn Plymate	<input checked="" type="checkbox"/>	Bob Schwarzler
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

Approval of minutes

Minutes from December meeting submitted for approval. **MOTION:** Dave Martin – Approve December minutes as submitted. Second by Jerry Pryce. Motion passed.

Secretary’s Report – Tom Turnbull

Membership - Currently 55 paid members.

Hangar Lease – ODA Lease has been completed. We need to get an updated insurance certificate for the ODA.

Chapter Renewal Papers – Completed with the exception of deciding on hangar keepers insurance and declaring number and value of aircraft stored in the hangars.

Flight Training Devices – Chuck West

Jerry Pryce and Chuck West presented additional information to the board on flight training devices or PCATDs. The presentation examined benefits, costs, history, and possible funding solutions. Bob Brown suggested the first order of business is to determine chapter interest. General consensus of the Board is to continue research to support purchase of this equipment. The question has been included in the membership survey to be presented to the membership at tomorrows meeting.

Treasurer’s Report – Gary McCormick

Currently preparing the annual report and account reconciliation is complete on chapter accounts.

Hangar Manager’s Report

Dave Smith reported on the metal brake purchase and noted the recommended cost has increased by \$400 for a heavier model.

MOTION: Dave Martin – Approve the increased cost for this equipment. Second by Jerry Pryce. Motion passed.

Old Business

Hangar Lease – Discussed insurance issues, lease issues, and updates. Bob Esch has submitted documentation of insurance coverage.

Tom Turnbull noted questions regarding the following:

- EAA chapter liability coverage
- Hangar rental lease provisions
- ODA lease requirements
- Chapter fire and casualty coverage
- Renter’s coverage required

Due to overlap in these questions Tom Turnbull is seeking clarification and recommendations from ODA, EAA National, and local insurance sources. He has scheduled a review on the 18th and will report his findings to Bob Brown and the Board for consideration.

New Business

OPA Request - Doug Davis, president of PCOPA, has requested the use of the hangar for their monthly meetings. Some of the merits and conflicts were reviewed by the board. Dave Martin indicated he believes the OPA would also be willing to donate \$300 per year for chapter support. Bob Brown urged the Board to support the OPAs request. **MOTION:** Jim Hubele – Approve the use of EAA Hangar for OPA monthly meeting. Second by Jerry Pryce. Motion passed.

Member Survey - Jerry Pryce reviewed the current draft of the member survey. Questions were edited; Bob will print for tomorrow’s meeting and will be added to the Taledragger for the members not present.

2008 Activity Schedule - Bob Brown presented a list of items to be considered as activities for 2008 and asked for suggestions from the board.

Some of the suggestions included:

- Eagle Engine Build Day
 - Bob Brown asked for input on when the Eagle Engine build day should be scheduled, and the Board felt February or March would be best due to Eagle’s attendance of major fly-ins starting in May.
- Fiberglass Project weekend
- Tour of Dick Thomas Project
- Young Eagles Event
- Van’s Homecoming/Fly-in

- Van's Homecoming was discussed in conjunction with the MMV fly-in, and Bob Brown indicated Van's wishes to partner again this year and the event would be scheduled around the weekend of August 16-17.
- Ragwing Fly-in
- Ultralight Fly-in
- Annual Banquet

The general members will be asked for additional recommendations/requests tomorrow along with a review of these items.

Chapter Meeting – 01-12-08 M I N U T E S

New Members

Four new members in January: John Howard, Kenneth Moles, Richard Hand, and Louis Imbert.

Secretary and Treasure's Report

Reported as noted in BOD meeting notes above.

Member Profile Drawing

Chuck West was drawn for the next member profile.

Old Business

Special thanks to Phil Armstrong for providing entertainment at the EAA Holiday party.

New Business

OPA Request - The OPA has requested to use the EAA hangar for their monthly meetings (3rd Thursday). They will donate \$300 annually to the EAA for the use of the hangar.

Membership Survey – members were asked to complete a survey; the survey is also available on the web site for completion.

2008 Activities - The members were broken into groups and asked to brainstorm activity ideas for the Chapter for next year.

Some of the suggestions included:

- -Eagle engines will come up and to an 8 hour engine build this spring.
- -Henry Bartle will lead a weekend project on fiberglass – hands on wheel chucks etc.
- -Young Eagles days
- -RV Fly-in, August 16 & 17
- -Ragwing and/or ultralight Fly-in
- -Poker runs

Sheet Metal Brake - In December the Board voted to buy a sheet metal brake. A 48-inch box pan brake for just under \$1900 delivered has been located but this is more dollars than authorized. The Board has approved the increased expenditure and is presenting to membership for approval. MOTION: Andy Andewrsen moved to approve purchase up to \$1900 at Board's discretion. Seconded by Dale Finberg. Passed by show of hands.

Safety Seminars - Jim Davis reviewed the AOPA seminar held last Oct. with approximately 100 attendees. Jim provided a form for signing up if interested in a makeup seminar this March and other seminars to follow. Due to the number of attendees, future seminars may be held in a lecture hall at Western Oregon University.

Oregon Flying Farmers - Andy Andersen invited us to participate in annual proficiency training, April 19 at Gables' hangar 2:00 -3:00 p.m. There will also be one-hour training flights with CFIs starting in the morning.

Flight Training Devices (PCATDs) – Chuck West presented a PowerPoint presentation created by Jerry Pryce on PC-based aircraft training devices. The presentation showed how the PCATD can be used as a tool for improving flying skills and could be an incentive for new members to the chapter. This was presented to the membership to determine chapter interest. A committee of Jerry Pryce, Tom Turnbull, and Chuck West has been established to examine the benefits, costs, possible funding solutions, and logistics of the project. Chuck West is to collect names of interested members and report back to the board and committee.

Adjournment was in time for lunch in the chapter hangar.

Four (more) ELSAs for EAA 292

–Jerry Pryce

December 20 proved to be an early Christmas for four anxious EAA 292 chapter members, as Dean Singleton of the Portland FSDO arrived at our chapter hangar to perform the airworthiness inspection/certification of our “fat” ultralights. All of us arrived at this point a little differently, so I’ll try to give a general overview of the actual airworthiness inspection we all underwent as well as the details of my journey to Experimental Light Sport Aircraft (ELSA) status.

My own venture into ELSAs commenced very early in 2007 as I watched Mike Pongracz and others flying their light aircraft while I was grounded with my Beech Sierra little more than a static display in my hangar. My hunger to fly was also fueled by my oldest son, Jason, who had recently returned to live with us for a while. I found ads for a RANS S-5 and another for a RANS S-4, basically identical aircraft; the only difference being the gear.



Two tails and a nose. Front to back: Kitfox Lite, RANS S-5 and one of the two Hy-Tek Hyrricanes.

The S-4 is a taildragger and the S-5 is tricycle-gear. The airplane can be converted between configurations with a few minor parts and about 4 hours labor (most of the gear parts are used in both configurations.) Although I favored the S-5 due to my limited taildragger experience, the advertised S-5 required a new set of sails at an estimated \$3000 cost. I settled on the S-4, which was also conveniently located at Scappoose, and arranged a visit to view the airplane. Although the airplane had been built in 1992, it had very low time and had been hangared its entire life. About a week later I made an offer on the airplane, and with the help of my son and father-in-law, Jim Green, I trailered it back to Independence a few days later.

My father-in-law was kind enough to allow the RANS to live in his hangar for a few months as Jason and I went about converting the airplane from a taildragger to a tricycle gear. The airplane had actually originally been built as a tri-gear and then converted to an S-4. RANS Aircraft was most helpful in providing information and the parts necessary to get the airplane in top shape. In addition to changing the gear configuration, Jason and I converted to hydraulic brakes, did extensive wiring cleanup, a rework of the firewall, rearrangement of the instrument panel, minor fabric repairs, and extensive hardware replacement.

In April 2007, I started the ELSA conversion process by reserving an N number online. Within two days I was able to see the number assigned to me online and received the mail notification in a week. That same month, I made a trip to Sun ‘n Fun with my two oldest sons, spent a lot of time in the light sport area, and attended a forum on ELSA conversion.

On my return I decided I better get busy with the ELSA conversion program or risk having another static display aircraft. With the use of the EAA ELSA conversion kit and a couple of online resources, I was able to complete the majority of the paperwork in one evening. All that remained was to weigh the airplane, complete the weight and balance paperwork, perform a thorough condition inspection, and get the FAA airworthiness inspection scheduled (that’s all!)

That’s when EAA 292 Tech Counselor Ernie Moreno got involved. I happened to mention that I was about ready for an inspection and weigh and he, in typical Ernie fashion, said



Hy-Tek Hurricane by Bob Esch

“How about tomorrow?” The following day, Ernie and I headed to my hangar with the chapter scales to weigh the RANS. I tell you this: If you haven’t seen Ernie at work during a weigh-in– it’s poetry in motion! As Ernie rattled off commands to Jason and me, we snapped chalk lines, wielded a plumb bob, measured stations and calculated weight and moments. In about 45 minutes the process was complete. The verdict: My RANS was indeed a “fat ultralight”. At 361 pounds, the RANS exceeded the ultralight weight limit by a “comfortable” margin.

No matter now; all I needed was an airworthiness inspection, but not before I corrected the 2 page laundry list of items that Ernie provided. Ernie has an uncanny ability to know exactly where to look. Although I had spent a good amount of time inspecting my airplane, I *had*, in fact, missed items. In addition, other items that were in compliance with the builder’s handbook were contrary to acceptable aircraft practices. By October 31, I was pushing the limit on submitting my paperwork to the FAA’s Hillsboro FSDO, but I managed to get it all in and was told I could probably expect an inspection after Thanksgiving. I then called Ernie for a final look at my project. He stopped by and gave it his blessing in preparation for the FAA inspection.

It was about this time that I started talking with Gary McCormick regarding his Kitfox Lite and ELSA. Gary indicated his desire to get it converted to ELSA but that he was converting the plane from a 2SI two-stroke engine to a half VW four-stroke. Remember that axiom regarding one modification leads to another modification leads to another... Gary could probably write a book on this. At any rate, I provided Gary with a copy of my paperwork to help in his ambitious, time-constrained, project.

The end of November came and went with no call from the FAA. Then, the beginning of December, I received an e-mail from chapter member John Esch indicating that four inspections were set for December 20: John's, his brother Bob Esch, my RANS, and one other. I contacted Gary McCormick to see if his Kitfox was the fourth. Gary told me that it wasn't but that he would be ready, so I gave him contact information for Dean Singleton at the Hillsboro FSDO. Gary called and Dean agreed to inspect Gary's plane the same day as the other four.

On December 20, all five of us met at the EAA 292 hangar where Dean Singleton gave us a group briefing on the

operating limitations and test phase for the issuance of our airworthiness certificates. Dean then individually inspected each one of the aircraft. Four of the five of us had brought our aircraft to the EAA hangars for inspection so as to alleviate logistical problems for Dean.

I am happy to say that all five aircraft passed with flying colors. This is due in no small part to Technical Counselor Ernie Moreno, who inspected all but one of the aircraft (a trike) that were certified that day. In fact, Ernie has performed over 24 inspections for this program and all of the aircraft received their airworthiness certificates without requiring a return visit from the FAA. This speaks very highly of the standards that Ernie demands and also of the respect that the FAA has for Ernie's oversight. My hat is off to Ernie for helping numerous EAA members and non-members through this process. I should also point out that while Ernie was so generously donating his time, he had his own ELSA to get certified, but this never factored into his efforts to help others. A sincere thank you Ernie – you epitomize EAA in action! –*Jerry Pryce*

What's all this talk about a *flight simulator*?

You may have heard about the idea to obtain and house a Flight Simulator in the EAA Chapter 292 hangar?

The subject has been put before the board and membership by more than 30 members who have indicated their willingness to support the concept. At the last general meeting, Chuck West and Jerry Pryce gave a presentation to review some of the features and benefits to the chapter members and surrounding community.

For more than 50 years, EAA has been educating builders and pilots so they can enhance the safety of their aircraft and their individual flying abilities. We feel the addition of a flight simulator could provide better pilot education and flying abilities and be conducted in a fashion to give back to the surrounding communities, while promoting better understanding of aviation in general.

Simply put, in today's increasingly expensive flight environment, sim training is the most cost-effective training available.

Additionally, a good sim offers far more than initial training for the instrument rating. For example:

- Instrument training, up to 20 hours towards the instrument rating
- Instrument currency and IPC
- Multi-engine recurrent training.
- GPS training.
- Autopilot training.
- Interview prep.
- Part 135 training.
- Prep for Flight Safety.

In a nutshell, sim training is the most cost-effective tool available to a pilot today. The major advantages are:

- Teaching scan, both initial and remedial.
- Ability to realistically fail instruments.
- Ability to freeze everything in order to discuss what is happening.
- Training scenarios that are not possible in a plane due to safety considerations, such as failing an engine at very low altitude.
- Ability to reposition a student to repeat an exercise, such as an approach.
- Time effective. A lesson that would take 3 hours or more in a plane can be done in an hour or so in the sim.
- Low cost! It is half the cost of renting a single-engine plane and a quarter the cost of renting a multi-engine plane.

This project is under consideration; no decision has been made by the board or the membership. However, some supporters suggest that sim use be limited to chapter members, which might increase chapter membership. For example, any instrument flight instructor (CFII) using the sim would also have to be a Chapter 292 member.

Much work remains to be done. Above all, it will require the support of volunteers to be successful. Are you one of those volunteers? –*Tom Turnbull*

CLASSIFIED ADS

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.

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

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.

AVIATION CHARTS are available at 7S5. nutsch.com, (503)428-7209.



THIS MONTH'S MEETING
Saturday, February 9
Chapter Hangar, 10 a.m.

Willamette Valley Chapter 292
Experimental Aircraft Association
4803 Airport Road
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