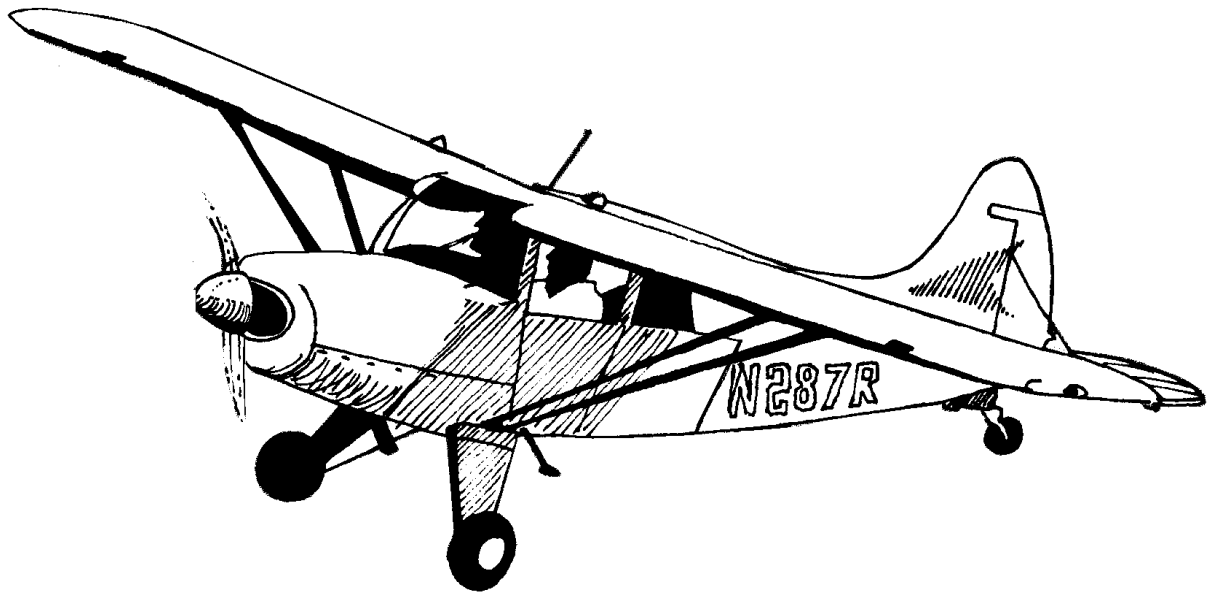


# *The Taledragger*



**April 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**

It's been quite a month around here at EAA 292. The big news? We finally ordered the flight simulator and the room it's going in has been undergoing an upgrade in anticipation of its arrival. The simulator committee has worked hard to make all of this happen. As anticipated, there are a million details we had not thought of, but they are being identified and handled by this group of hard-working people.

One of our pressing needs now is for an individual who can coordinate billing records between our online scheduling service and what the simulator itself is recording as actual use. We think this can be accomplished with 4-6 hours of your time per month. We will provide help and guidance to you as the needs of this position become better known to all of us. With everyone's input, we'll take the necessary steps to simplicate and add lightness to this job. It has been our intention all along to structure the simulator program so that it can be handled with a minimum of hands-on administrative work. If this is something that interests you, we need to hear from you. This is an important part of the simulator program. We'd like to see a one-year commitment from someone to do this job, and we want your input to help shape it properly for the next individual to step up to it. We have 105 members in the chapter now, and I *know* one of you is up to this! Please contact Tom Turnbull for more information on this position.

There have been work parties in place almost every weekend as we have organized the hangar and sorted our tool and equipment inventory. The steel-topped table has been disassembled, and the shelving that was in the Prop Room has been removed. Lots of organizing and cleaning has gone on. Many thanks go out to all of you who have spent hours at the chapter hangar recently. Through all of this, we have identified several pieces of equipment to be disposed of, either by giving away or selling them, and you may be interested in some of it. We should have a list of items ready soon. When it's ready, we'll post it on the website.

Progress continues on two fly-ins that will take place here in the summer. The first is the Biplane Fly-In; the other is the Van's Homecoming Fly-In. Committees are humming on both of these fun events, and we want you involved. Andy Duncan is coordinating the Biplane Fly-In and Keith Hamilton is coordinating the Van's Homecoming event. Being involved in chapter events and meeting new people is what EAA is about, so join in with us and see why we're excited to be involved with these events.

As I write this, Sun 'n Fun is underway, and several of our members have traveled there. We should have good reports on it at our next meeting (or two). One of the things hot off the press from Lakeland is the introduction of the wing kits for the RV-12 light-sport aircraft offered by Van's Aircraft. Keep your ears open and you'll hear more about this around the chapter hangar very soon!

At this month's meeting on April 12, we'll have a program on using the new sheet metal brake, so be sure and show up to see the new stuff!

See you in May.

*Bob Brown*

# CALENDAR OF EVENTS

SUNDAYS	THE INDEPENDENCE FLYER BUILDERS GROUP	CHAPTER HANGAR, AROUND NOON
FRIDAY, APRIL 11, 2008	BOARD OF DIRECTORS MEETING	CHAPTER HANGAR, 7 P.M.
SATURDAY, APRIL 12, 2008	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:	Bob Brown	bkbrown @ minetfiber.com	(503) 838-4146
VICE-PRESIDENT:	Al Cleveland	amcleveland @ minetfiber.com	(503) 910-7786
SECRETARY:	Tom Turnbull,	rv7tt @ minetfiber.com	(503) 838-1260
TREASURER:	Gary McCormick	garymc @ ieee.org	(503) 838-2742
BOARD MEMBERS AT LARGE	Jerry Pryce	sierrab24r @ yahoo.com	(503) 606-9189
	Jim Hubele	khubele @ minetfiber.com	(503) 838-2584
WEBMASTER:	Karen Brown	eaawillamette @ minetfiber.com	(503) 838-4146
NEWSLETTER EDITOR:	Dave Martin	windwing1 @ juno.com	(503) 838-2131
HANGAR MANAGER:	Dave Smith	smithad59 @ msn.com	(503) 831-1257
TECHNICAL COUNSELOR & FLIGHT ADVISOR:	Ernie Moreno	ewmoreno @ minetfiber.com	(503) 838-6878
TECHNICAL COUNSELOR (RV SPECIALIST):	Bill Wallace	sgwjw @ minetfiber.com	(503) 838-4945
TECHNICAL COUNSELOR (FIBERGLASS & PAINTING):	Henry Bartle	bartle4 @ msn.com	(503) 838-4009
TECHNICAL COUNSELOR (SHEETMETAL):	Al Cleveland	amcleveland @ minetfiber.com	(503) 910-7786
FLIGHT ADVISOR	Dave Martin	windwing1 @ juno.com	(503)838-2131
FLIGHT ADVISOR & TECHNICAL COUNSELOR	Chris Shulte	chris . schulte @ garmin.com	(503)606-9246
YOUNG EAGLES COORDINATOR:	Kathy Cheval	kiaorana @ wvi . com	(503) 838-987

## Board of Directors Meeting – 03-07-08

### M I N U T E S

**Board Members Present:**

<input 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 type="checkbox"/>	Jerry Pryce - MAL	<input checked="" type="checkbox"/>	Jim Hubele - MAL	<input type="checkbox"/>	Karen Brown - Web	<input type="checkbox"/>	Dave Martin – NL Editor
<input type="checkbox"/>	Dave Smith – HMgr	<input checked="" type="checkbox"/>	Kathy Cheval - YEC	<input type="checkbox"/>		<input type="checkbox"/>	

**Members and Guests Present:**

<input type="checkbox"/>	Doug Davis	<input checked="" type="checkbox"/>	Chuck West	<input type="checkbox"/>	Dick Wildman	<input checked="" type="checkbox"/>	Bob Schwarzler
<input checked="" type="checkbox"/>	Andy Anderson	<input checked="" type="checkbox"/>	Ernie Moreno	<input checked="" type="checkbox"/>	Andy Duncan	<input checked="" type="checkbox"/>	Kelly Wilson

**Approval of minutes**

Minutes from February meeting submitted for approval. **MOTION:** Kathy Cheval – Approve February minutes as submitted. Second by Tom Turnbull. Motion passed.

**Secretary’s Report – Tom Turnbull**

Membership – Approximately 95 members; membership drive ends tomorrow.

### **Treasurer's Report – Gary McCormick**

\$26,692 in the projects fund; \$2,743 in general checking; and two \$5000 CDs. Total approx. \$40k

We paid out \$6000 for the Bob Ross tools out of the general checking fund. Gary suggested this should have come from the project fund vs. the general fund. MOTION: Tom Turnbull to transfer the \$6000 payment for the tools to the project fund. Second by Kathy Cheval. Motion passed.

Gary McCormick spoke with ODA and they agreed they should not charge us property tax for the leased land. The back taxes we have previously paid should be returned to us from Polk Co. Gary will work on getting this refund.

### **Young Eagles Report – Kathy Cheval**

Evergreen Aviation Museum requested our support for their week long youth camp in McMinnville on Wednesday July 16th. They are looking for 4-5 pilots for flights. Kathy will check with EAA on whether this activity would be covered under Young Eagles insurance. We will revisit this at the next meeting.

### **Hangar Managers Report**

The new break has arrived. Gary McCormick will check with Henry Bartle to locate the invoice for payment.

Ernie Moreno will move the Indy Flyer to his hangar for completion after his retirement date.

We will request volunteers to sign-up for each of the next nine Saturdays to work on sorting and organizing the tools and to help bring over Bob Ross's tools to the hangar.

### **Old Business**

#### Flight Training Device

- Al Cleveland presented the committee's research and determinations on the logistics of the flight training device. Discussions with Sarah at Elite answered the following questions on the bid price:
  - The iFunction tool bar is included in the bid.
  - The upgrade to the 4000 radio stack will not work in the RC1, it will not fit.
  - Adding the Intercom system is \$695.
  - The clock is included.
  - This is an XP Home based system.
  - The technician indicated they will install and set up for this price.
- Member categories as follows:
  - Charter sponsor \$500 **SILVER** – name on plaque; 8hr/mon; total 100 hrs with no additional fees; after 100 hrs \$5/hr.
  - Charter sponsor \$1000 **GOLD** – name of plaque; 8hr/mon; unlimited (non-transferable) access; lifetime EAA Chapter 292 membership.
- Looking for approximately \$5000 - \$7500 from the Chapter general fund to initiate the project.
- Charter members will sign an agreement stating the established parameters. The agreement will also include a notice stating the contract is for the lifetime of the resource however long that may be.
- Program Administrator – Al Cleveland.

MOTION: Tom Turnbull; Support the concept of Gold membership including a lifetime membership. Second by Kathy Cheval. Motion passed.

MOTION: Jim Huble; Ask the membership to authorize up to \$7500 of chapter funds to purchase the simulator. \$17,500 to be obtained by Charter members. Second by Gary McCormick. Motion passed.

Mower Sale – The mower has been listed on Craig's list. Andy received an offer of \$6000 today. Andy checked with Rickreal as to what they would list it for as a guideline (used sell for 7,000 to 7500; new 11,000).

Ron Gilbertson Donation – Bob Schwartzler spoke to Ron Gilbertson and he has rescinded his offer.

Rag Wing Fly In – It has been suggested we make this a bi-plane fly-in to keep the numbers down. Cottage Grove may also have a bi-plane fly-in; Andy will research this.

Flying Farmers – Annual Proficiency Training - Sat. April 19<sup>th</sup> Andy Anderson has a sign up sheet to pass around at the membership meeting.

Memorial Day– May 26<sup>th</sup> celebration.

### **New Business**

EAA Leadership Conference – Bob Brown can not attend; Tom Turnbull and Andy Duncan are interested in attendance. April 18<sup>th</sup> weekend. MOTION: Kathy Cheval – fund up to \$499 to send a board member to the conference. Second by Jim Hueble. Motion passed.

# Chapter Meeting – 03-08-08

## MINUTES

### Visitors / Guests

Norm Farb – new member.  
Especially glad to have Henry Bartle with us today.

### Secretary, Treasure, Hangar Manager and Young Eagles Report

Reported as noted in BOD meeting notes above.

### Member Profile Drawing

Alan Tolle was drawn for the next member profile.

### Old Business

Mower Sale –The mower has been listed on Craig’s list. Andy Duncan received an offer of \$6000. Andy checked with Rickreal as to what they would list it for as a guideline. (used sell for \$7000 to \$7500; new \$11,000). *MOTION*: Al Cleveland moved to counter offer at \$7500. Second by Mike Billar. Karen Brown amended the motion – to accept \$7000 at a minimum. Second by Mike Billar. Motion passed as amended passed.

Flight Training Device - . Al Cleveland presented an overview of the committee’s research and determinations on the logistics of the flight training device. See BOD meeting notes above for details. *MOTION*: Zel Giles - Approve up to \$7500 of Chapter funds to be allocated to the purchase of the simulator. Second by Mike Billar. Motion passed.

### New Business

Oregon Flying Farmers - Sponsoring the AP Day on April 19<sup>th</sup> -seminar at 2pm. A sign up sheet was distributed for Andy Anderson.

R-12 Project - Dave Martin has proposed to purchase the kit and pay a monthly facility fee to have the project built in the hangar. He has asked for chapter support in the build and is collecting volunteers for the project.

Tool / Hangar Cleanup – a sign up sheet was distributed for members to help organize and distribute tools and set up the hangar for the simulator and projects.

Meeting adjourned.  
--Tom Turnbull, Secretary

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## Member Profile

### Alan Tolle: RV builder *extraordinaire* and more.

*Alan Tolle’s* interest in aviation goes back to his childhood during the Depression and WW-II “when every little kid was going to be a fighter pilot. But the war got over before we got old enough to achieve that,” he said.

Trenton , Missouri, where Alan grew up, didn’t have an airport, but when he was 12, he began bicycling 25 miles each way on Saturdays to the airport near Chillicothe to watch airplanes.

In high school, Alan found that he was mechanically inclined. To the chagrin of his school teacher mother and dentist father, on his 14<sup>th</sup> birthday he bought himself a junkyard ’29 Chevrolet coupe for \$25. His parents wouldn’t let him drive it, so he took it apart, cleaned and overhauled the parts and painted it. By

summer, he had restored the Chevy and was allowed to drive the 4 miles to his summer job on a farm.

A push on academics by his parents helped get him a full scholarship to Westminster College at Fulton, Missouri (where, incidentally, Winston Churchill first coined the term “iron curtain” in a speech). During a trip to California with college friends, Alan discovered Santa Monica Airport where, at age 20 and never having been in an airplane, he took his first flying lesson (\$7 for an hour’s worth plus 79 cents for the logbook). The following summer, he had a fellowship in the department of anatomy at UCLA Medical Center, which was convenient to Santa Monica Airport. That led to

more flying lessons...plus a full scholarship for post-graduate work at UCLA.

While a grad student, he worked at a hobby shop on Saturdays for flying lesson money. Through a Methodist church, he found a room for rent, and he joined the choir, where he noticed Diana, a high school student. Two years, Diana was in college, they were still in the choir, and they began dating. Ta-daa! Six months after that they were married. He was 4 hours away from the required 35 hours for a private license from an FAA-approved flight school. Diana suggested he finish the program quickly, which he did. Four days after the checkride, the Tolles bought one of the school's Cessna 140s, and four days after that, with 46 hours in Alan's logbook, they left in their C-140 for his folks' home in Missouri. In the next 18 months they flew their C-140 800 hours from coast to coast and border to border. Avgas was 35 cents per gallon, and the plane burned 4.5 gph. The next airplane, a 1947 Bonanza, provided reasonably priced and economical faster travel. The Tolles' son and daughter "grew up in the back seat of the Bonanza," Alan says. The Tolles flew it for 20 years...until the FAA added too many expensive ADs.

Living in Bakersfield, California, Alan was in a 35-year career as a biology and anatomy instructor in the nurse-training program at the local city college, and he noticed the Van's Aircraft homebuilts. Building by himself, he started an RV-3 kit on May 15, 1980. Seventy-five days later it was flying, and it was followed by building another RV-3. "I built the first one so fast I didn't have time to enjoy the building," he says.

In November of '82, Alan received one of the first RV-4 kits and had it in the air in 4.5 months. His was the first RV-4 to fly. The Tolles flew it about 250 hours per year. Alan gave more than 500 people their first rides in an RV in his -4. Many became builders. For each project, he had lined up an engine, prop and other pieces before the kit arrived. Alan, of course, built the first RV-6 and then a nosegear RV-6A when it became available. Diana liked the RV-6A best.

Alan became involved in the Mazda rotary engine project developed by Everett Hatch and Steve Beckham here in Oregon. He built a third RV-3 for the Mazda rotary that Hatch and Beckham prepared for it, and he flew it around the country. The Mazda aero conversion

worked well except that the prop speed-reduction units were a problem. But Alan managed to get to an airport for each of the four reduction unit failures he experienced in the Mazda-powered RV-3. The Mazda system was never produced. Everett Hatch's fatal accident—unrelated to the power plant—stopped the project.



Next Alan became interested in the Questair Venture, the record-setting speedster designed by Jim Griswold, who headed the Piper Malibu design team. Alan found a kit and finished it. Taking off from Sierra Skypark in California one day, he suffered a complete power failure that required him to land on a road. A post removed the left wing on rollout. Fortunately, the engine separated from the fuselage, probably preventing a fire as the fuel tank was destroyed. Alan discovered that the check valve in the sump tank had stuck, shutting off fuel to the engine. The NTSB report confirmed this cause of the accident. He built another Venture and logs only about 70 hours per year. "You don't log much time in a Venture," he says, "because they fly so fast."

The Questair Venture project had passed through several companies, and the Tolles became owners of the rights and tooling in October, 2000. Complete kits aren't promoted much, but Alan can supply parts and advice for builders.

Like other longtime builders and observers of homebuilt aircraft, Alan is concerned about the FAA's move toward much more stringent major-portion builder rules. Some companies were offering turnkey "homebuilts," complete with falsified affidavits that got the owner/nonbuilder the repairman certificate for the aircraft. Such obvious violations should have been corrected by the FAA. But now the kit industry and its customers may suffer because of the actions of a minority. If the FAA's own kit-approval process is changed to become much more stringent, many companies will be affected, Alan said. He fears that the fastbuild kit concept may be in trouble.

But Alan Tolle's story illustrates that for some, standard kits that obviously apply to anybody's definition of *major portion* will continue be viewed by many as education and entertainment worth the time and money...and a great way to get into the air.

—Dave Martin

## 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. Needspare/repair parts? Asking \$600.00. Call Kevin at (503) 364-3236

**5% avgas discount** with free AirBP card. Call 800/431-3733. Indy Flyers.

**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

**ExxonMobil 100LL Fuel** - [nutsch.com](http://nutsch.com), LLC - 503.428.7209

**FLIGHTSTAR II SC / HKS**: Registered E-LSA, N432PM. TT: 160. Great flyer, burns 2.5 gph! \$24,000. Call Mike Pongracz at (503) 606-9767

**ZENVAIR (ZENITH 601 XL / 100 HP CORVAIR)**: Some assembly required. \$22,000. Call Mike Pongracz at (503) 606-9767



## THIS MONTH'S MEETING

**Saturday, April 12**

**Chapter Hangar, 10 a.m.**

Check out our new metal brake  
Lunch afterward

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