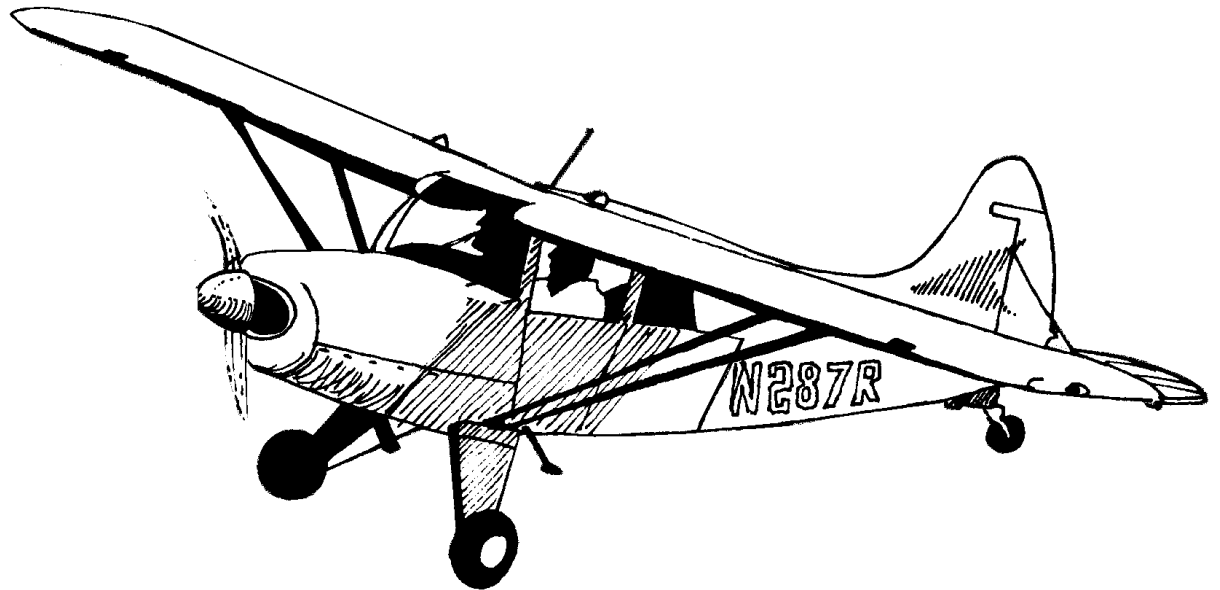


The Taledragger



September 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

With the Van's Homecoming Fly-In behind us, it's time to look back on what a success it turned out to be. The hot weather was the only thing that detracted from anything...and Amy Jackson showed up with the treatment, if not the cure, for the hot-weather blues: a fine misting water sprayer! By the numbers, we had approximately 90 RVs show up, some from as far away as Canada and Texas. The Amanda Richards Band entertained those who made it to the Friday night BBQ, where we served 124 meals. Saturday morning dawned with Jerry Pryce and his family getting things in high gear at the chapter hangar cooking pancakes and eggs. With an able staff of volunteers including my own family, Gary McCormick, Luke Doughton (Classic Aero Design), Andy Duncan, Kathy Cheval and many others that I'm going to get in trouble for not naming, the pancake breakfast was a hit with people showing up right to the end. We served 193 meals for breakfast!

On Saturday evening, people began showing up from the winery tour, from the antique fly-in, and from coastal fly-outs to enjoy a dinner of brats, burgers and brisket. There were enough cold drinks to keep everyone from melting in the heat. At around 9 p.m., the last of us finally walked out, exhausted but pleased with the outcome! Keith Hamilton, the event coordinator, is to be thanked for his involvement again this year, as are committee members and volunteers like Housing Coordinator Kathy Hubele and her hard-working helper, Jeanne Wildman. Jim Ashford, Scott Savage, Al Cleveland, Karen Brown, Bill Boyle and Dennis Krummel all put in steaming hours in the sun to take care of aircraft parking. Kelly Wilson helped





people find their way off the runway and to parking. Once again, Chapter 292 volunteers made this event more than what any of us expected. We still have a few T-shirts commemorating the event that are for sale.

We are rolling on toward the end of another year and with that, it is time to form a selection committee for new officers and directors for 2009. With that in mind, I have named Tom Turnbull to chair the committee. Joining him on the committee this year are Andy Duncan; John Horn, Jim Hubele, Jerry Pryce and Jake Thiessen. These people will be canvassing the membership to find people willing to serve the chapter next year. If you have suggestions for this committee, get them to Tom so these people can be contacted. Last year we considered the option of having the Holiday Banquet in January instead of December since it was proving difficult to find places to hold it. Our chapter hangar is just not big enough to put on an event like this now that we have almost 115 members. One suggestion we will follow up on is perhaps having it at Eola Hills Winery in Rickreall. If you have any ideas, please contact us so we can start making some plans for this event.

I'll be out of the country for the September meeting, but rest assured I'll be wishing I was spending that time with you!
Thanks for all your support,
Bob Brown

More RV Fly-in Scenes



CALENDAR OF EVENTS

SUNDAYS	THE INDEPENDENCE FLYER BUILDERS GROUP	CHAPTER HANGAR, AROUND NOON
FRIDAY, SEPTEMBER 12, 2008	BOARD OF DIRECTORS MEETING	CHAPTER HANGAR, 7 P.M.
SATURDAY, SEPTEMBER 13, 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 new members 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 new members 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	amcleland @ 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 (FIBERGLASS & PAINTING):	Henry Bartle	bartle4 @ msn.com	(503) 838-4009
TECHNICAL COUNSELOR (SHEETMETAL):	Al Cleveland	amcleland @ minetfiber.com	(503) 910-7786
FLIGHT ADVISOR	Dave Martin	windwing1 @ juno.com	(503)838-2131
FLIGHT ADVISOR & TECHNICAL COUNSELOR	Chris Schulte	chris . schulte @ garmin.com	(503)606-9246
YOUNG EAGLES COORDINATOR:	Kathy Cheval	kiaorana @ wvi.com	(503)838-9870

Board of Directors Meeting – August 8, '08

MINUTES

Attendees:

<input checked="" type="checkbox"/>	Bob Brown	<input type="checkbox"/>	Jerry Pryce	<input type="checkbox"/>	Tom Turnbull	<input checked="" type="checkbox"/>	Dave Martin
<input checked="" type="checkbox"/>	Gary McCormick	<input checked="" type="checkbox"/>	Kathy Cheval	<input checked="" type="checkbox"/>	Karen Brown	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	Dave Smith	<input checked="" type="checkbox"/>	Jim Hubele	<input checked="" type="checkbox"/>	Al Cleveland	<input type="checkbox"/>	

Guests: Kathy Hubele, Jon Husser, Doug Davis, Andy Duncan and Keith Hamilton

Approval of Minutes

MOTION: G. McCormick – Approve July 2008 minutes as submitted. Second by A. Cleveland. Motion passed.

Secretary's Report – Bob Brown for Tom Turnbull

Outstanding issue with current members paying dues late and requesting prorated rate. **MOTION:** Karen Brown – Change wording from “those members” to “new members” who join mid-year will be charged a prorated rate. Second by C. Cheval. Motion passed.

Treasurer’s Report – Gary McCormick

- Two bills currently due; ODA lease and city water bill.
- Tool auction: The drill press is the only outstanding item not paid to date. Gary will contact buyer.
- Property tax: Andy Duncan and Gary McCormick to discuss with the county the intent of the judgment exempting us from this tax.

Fund balances as follows:	General Checking	\$ 8,229.06
	two CDs (\$5323.49/ea)	\$10,646.98
	Building Fund -	<u>\$22,852.73</u>
	Total	\$41,728.77

Young Eagles Report– Kathy Cheval

Next Young Eagles event is September 20; the Board agreed to this date.

Hangar Manager Report – Dave Smith

- Some lights need to be replaced.
- Discussion on storage location for mop and sink currently locked in simulator room. Suggestions include the ladies room, changing the faucet in the kitchen sink, or hand wash station, and compressor room.

Old Business

Simulator – Set-up timeline: – aiming for completion by the September general meeting and have instructors trained by the end of September.

Biplane Fly In – Andy Duncan reported attendance success due largely to postcards sent out to biplane owners and fliers handed out at the Philomath Car show. He suggests we coordinate with the Mulino OPA breakfast again next year for the customer boost. Bob Brown requested a list of committee members for formal recognition.

New Business

Van’s Homecoming / RV Fly In –

- Tom Green at Van’s notified us that the company has cancelled the banquet for this year. We will have a brat and burger feed at the hangar on Saturday night in place of the Van’s banquet.
- To date, 16 registrants are staying at the airpark and five at hotels. The number of attendees is down from last year.
- We intend to provide sunshade for the west side of the EAA building.
- K. Brown & H. Bartle will get a keg for the weekend – Widmer Drop Top Amber.
- Parking has been arranged, and ODA approved 118.0 for ground communications.

RV-12 Project – Dave Martin indicated mid-September date for fuselage kit delivery and empennage to follow shortly.

Meeting Adjourned 8:05 p.m.

**General Meeting – 8-9-08
MINUTES**

Visitors

Mike Hardwick, Turner, OR

Secretary’s Report – Tom Turnbull

One new member last month.

Treasurer’s Report – Gary McCormick

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General Checking	\$ 8,229.06
2- CDs (\$5323.49/ea)	\$10,646.98
Building Fund -	<u>\$22,852.73</u>
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Young Eagles – Kathy Cheval

Next Young Eagles day scheduled for September 20th, 2008.

Bi-Plane Fly In – Andy Duncan

The first Bi-Plane fly in was a success! Over 25 planes, 15 classic cars, and 50 banquet attendees. Andy expressed his thanks to the committee for their efforts.

Simulator Update – Al Cleveland

Project moving forward. A meeting is being planned around September 1st to start training and testing for instructors prior to opening to members for initial orientations.

New Business – Bob Brown

RV12 Project - Dave Martin sent notice Vans should be shipping the fuselage soon. Dave expects to be working on the project again starting mid-September.

Vans Homecoming Fly In - Vans has cancelled the Saturday night banquet. The Friday night BBQ and entertainment is still on track. Volunteers were requested for ground traffic control and the pancake breakfast on Sunday morning.

New Tech Counselor - Tracey Saylor will serve as a new tech counselor for sheet metal and RVs.

Presentation – Bob Brown

Bob Brown presented information on the APRS System. This is a system that transmits to ground based stations and you're progress can be tracked via the internet. You can log onto the web site <http://www.aprs.fi/> and follow the flight of an APRS equipped plane real time. You must take a test to be approved to use the system, \$14 and the system can be purchased for around \$300. It is very small and can be installed in the wing tip. We will be establishing a ground based iGate station here at the airport so coverage in the immediate area should be excellent.

Last Chance to Comment

On the FAA's Threat to the 51% Homebuilder Rule

By Dave Martin

In the August *Taledragger*, we published the start of my response to the FAA's proposal that would negatively affect the major-portion (51%) rule regarding the amateur-built category of Experimental aircraft. A link to the full comment was provided. However, because of the importance of this issue to the homebuilding movement, we are providing my entire rebuttal to the FAA's intentions...and asking every chapter member to tell the FAA **your position** well before the September 30 deadline. As noted just below, comments may be mailed, e-mailed and faxed. EAA headquarters is asking us to e-mail a copy to govt@eaa.com. Please use your own words to the FAA

Here are mine:

To: Miguel L Vasconcelos
Production and Airworthiness Division
AIR-200, Room 815
FAA
800 Independence Ave., SW
Washington, DC 20591
e-mail: miguel.vasconcelos@faa.gov
Fax: 202/267-8850

Subject: FAA and the 51% Rule

Recommendations concerning the FAA's proposal to change the 51% (major portion) Experimental amateur-built aircraft category:

1. FAA should reconsider the unintended consequences of the threatened major changes to the major-portion rule.
 2. The FAA should scrap any reference to a minimum fabrication by a homebuilder. To do otherwise with the new 187-item task list unnecessarily complicates homebuilt determination and may well compromise safety. Does the FAA really want individual homebuilders welding their own engine mounts and exhaust systems, carving their own wood propellers for engines designed to swing a metal prop, or laying up their own carbon fiber fuselages in molds they are required to make for one-time use? All of these tasks are on the proposed list and count against the homebuilder (and the kit maker) if the homebuilder does not or cannot do the job.
 3. The FAA should publish or require the "approved" kit maker to reveal how much commercial assistance the homebuilder may hire while staying within the 49% commercial side of the line.
 4. The FAA should require DARs to demand proof of amateur homebuilding (as has been recommended all along) with construction logs (who did what when and for how long?) and plenty of photos.
 5. Suspected or apparent fraud should be investigated, and prosecuted cases should be publicized.
- These steps would provide guidance and enforcement that has been needed for a long time.

Background and Analysis

The problem: For years, some who signed an affidavit claiming that (unpaid) amateurs had built the major portion of the signer's aircraft perjured themselves because, in fact, most of the work was done at the kit factory and by "hired gun" shops. Perjury is a felony.

The other problem: Everybody including the FAA knew this was occurring, in violation of FAR 21.191, but the FAA did little or nothing about it...until especially flagrant recent cases forced it to act. The FAA "solution"—rather than charging the signers with a crime or refusing to license their aircraft—is to redefine the *major portion* (51%) *rule*, making it more difficult for some kit aircraft to qualify as homebuilt projects in the first place.

The solution is implied in the preceding paragraph: Cite some builders for perjury and let the aviation community know about it. (Incidentally, this is exactly the technique used by another federal agency (the FCC) for serious violations in another hobby-related activity: amateur radio.)

History: For decades, kit manufacturers have gotten their qualifying aircraft on a list (now containing about 200 designs) assuring kit buyers that 49% or less is done at the factory. The FAA or its designee visited the kit maker, who used a checklist of aircraft-building tasks and assigned a total percentage score. The difference between the factory score (for example, 40%) and the 49% maximum is the amount of work that the kit buyer could, if he or she chose, hire as commercial (paid) assistance (9% in this example).

In the past, certain operations did not count against either the kit manufacturer or the amateur builder. These included the propeller, the engine mount, tires and engine preparation. Also, professionally made custom upholstery and painting did not count, nor did avionics installation beyond the VFR basics.

FAR 21.191, the federal law that permits homebuilding in the U.S., justifies this activity with two words: *education* and *recreation*, and notes that amateur builders must do the majority of *fabrication* and *assembly*. The rule itself does not define fabrication, although an old FAA directive says it is making parts from raw materials, but that term also remains undefined. (Is Alclad 2024 aluminum a raw material? Is straight-grained spruce cut into aircraft-convenient thicknesses and lengths raw enough?)

Until recently, most homebuilders had no inkling that the FAA considered fabrication distinctly separate from assembly...or that a minimum percentage of fabrication by the homebuilder is required.

The axe prepares to fall: To prepare a new policy on the major-portion rule, the FAA convened a committee of volunteers consisting of kit manufacturers, a senior EAA staff person, and other homebuilt aircraft experts. The committee and the FAA agreed on many points, but so far it has refused the strong advice to set aside a new proposal that the homebuilder must fabricate at least 20% of the aircraft...and the FAA still refuses to define the word. According to the current draft of the new policy, the builder must also do at least 20% of the assembly (that's no problem for builders; many do the entire assembly), and the remaining 11% to reach 51% may be either fabrication or assembly.

An FAA team visited three kit companies (two with composite kits and one using sheet metal) to test the kits against the proposed 20-20 rule with particular emphasis on how much fabrication the kit leaves for the amateur builder (as noted above, at least 20% would be required). According to the top-management FAA team at AirVenture 2008, both composite kits failed with an 11% builder-fabrication score, and the metal kit (a quickbuild RV-7A) nearly made the cut but failed with a 19% score.

The FAA's new longer list of tasks totals 187 items, many of which will apply only to certain categories of aircraft. For example, a sheet metal aircraft will require few if any composite parts tasks. On the previous worksheet used by the FAA or DARs to qualify the kits, some lines allowed credit for both the factory and the homebuilder. On the new list, there are three columns: factory, homebuilder and commercial assistance. And the intention is that only one checkmark will be allowed for any single task. That is a major problem if a minimum of "fabrication" (whatever it turns out to be) is required of the homebuilder. And it is not consistent with reality.

The FAA has never credited homebuilding tasks with the time required to complete them. But maybe it should. Here is an example of why both the manufacturer and the homebuilder should get fabrication credit for some items: The 46 rib parts in my RV-12 kit take Van's Aircraft a few seconds each to cut aluminum sheet to shape and then stamp lightening holes, rivet holes and flanges. But it takes me about 4 minutes to turn each stamping into a part I can attach to the spar. Protective plastic coating takes time to remove. Every hole needs to be deburred, and every sharp edge also needs to be smoothed. Then several minutes are required, using a fluting tool, to "gather" places along the cambered flanges to turn a curved piece of metal, which initially resembles a potato chip, into an actual usable airplane part.

It's ironic (but of considerable relief to the homebuilder community) that the 200 aircraft already on the "approved" list will stay there. Yet if the FAA's proposed policy becomes effective, development of *new* aircraft into homebuilt kits will certainly be curtailed to some extent. A major problem is that the DAR, FAA's surrogate new-homebuilt inspector, may have an almost impossible task determining whether to license the individual aircraft not on the FAA's list. The responsibility and risk might well exceed the considerable fee that many DARs charge now.

Sincerely,

Dave Martin

Homebuilder, EAA member and former editor (for 17 years) of KITPLANES magazine

CLASSIFIED ADS

NAVAIR AUTOPILOT. Working when removed from RV-6. Available with instruction/installation guide and mount. \$300. Keith Hamilton. 360/957-0811

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 \$500. 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

Flight Instruction/Aircraft Rental - nutsch.com, LLC - 503.428.7209

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

FLIGHTSTAR II SC / HKS: Registered E-LSA, N432PM. TT: 160. Great flyer, burns 2.5 gph! \$20,000. Call Mike Pongracz at (503) 606-9767

IMMACULATE RANS S4/5. Built by Ivan Clede. Not an E-LSA and will have to be registered as a straight experimental. Only \$7,500. Listed for the owner by Mike Pongracz. Call (503) 606-9767.

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



**THIS MONTH'S MEETING
Saturday, September 13
10 a.m. in the Chapter Hangar**

**Program: Simulator Checkouts and
Hangar Reorganization**