

# *The Taledragger*



February 2009  
The Monthly Newsletter of  
Chapter 292 of the Experimental Aircraft Association  
Serving the Willamette Valley at Independence State Airport, Oregon

## **The President's Corner**

Happy St. Valentine's Day! Our February meeting takes place on St. Valentine's Day, so bring your spouse to the meeting – or invite her to lunch. Our meeting topic will be a presentation by Kelly Wilson on his trip with Jake Theissen "North of 60" –a trip in two RVs to the Arctic Ocean and back across Canada's Northwest and Yukon Territories. Learn about planning for such a trip, the lessons learned, and see some beautiful pictures of Canada's northland.

Our Holiday Party was a huge success with over 70 people in attendance. President Bob Brown awarded certificates of achievement and appreciation to many members who made significant contributions to the chapter during the last year, and he and Karen received many accolades for their leadership of the chapter over the last three years. Bob is a pretty hard act to follow.

We have had some informal discussion with some on the OPA chapter board about having a joint holiday celebration next year. There is a lot of overlap in membership and it might be to our mutual advantage to join together to celebrate the season and the accomplishments of the year. Let us know what you think.

Developing a meeting program is one of the challenges for our board. You may have noticed that we were underwhelmed by responses for participation in the program committee. At the February meeting we'll be asking *you* for ideas on what you would like to see for programs during the year. Do we want safety seminars, technical instruction sessions...and if so...what topics? How can we involve our spouses more? What kinds of programs would appeal to them? Should we run side-by-side sessions...say one of technical interest and one of more human interest? We need *your* input to keep our meetings interesting and vibrant.

As the Chapter 292 has become more active over the last few years, requests to use the EAA hangar for a variety of purposes has increased. Not only do we have a large number of scheduled activities, but we are experiencing an increase in the requests for "one-off" events. To protect the physical assets of the chapter and with concerns over the increased liability concomitant with the increased peripheral use, the board is working to develop a Hangar Use Policy...and to ensure that we have adequate insurance coverage. We're not trying to build a bureaucracy, just trying to balance competing requests and look after the assets of the chapter along with ensuring that chapter members are protected from frivolous liability claims.

A reminder: We have a remarkably well equipped hangar that is there for you to use. Take advantage of it! Get checked out and use the simulator too; it is an amazing resource that many FBOs and flight school would dearly love to have, and it is there for you to use!

Get involved!

--Andy Duncan

## CALENDAR OF EVENTS

SUNDAYS	THE INDEPENDENCE FLYER BUILDERS GROUP	CHAPTER HANGAR, AROUND NOON
FRIDAY, FEBRUARY 13, 2009	BOARD OF DIRECTORS MEETING	CHAPTER HANGAR, 7 P.M.
SATURDAY, FEBRUARY 14, 2009	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 \$3/year for 2009 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 \$42/year for 2009 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 (usually) 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.

### 2009 Chapter Officers & Technical Staff

PRESIDENT:	Andy Duncan	kiaorana @ wvi.com	(503) 838-9870
VICE-PRESIDENT:	Tom Turnbull,	rv7tt @ minetfiber.com	(503) 838-1260
SECRETARY:	Bill Boyle	gbtp @ minetfiber. Com	(503)838-4734
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TECHNICAL COUNSELOR & FLIGHT ADVISOR:	Ernie Moreno	ewmoreno @ minetfiber.com	(503) 838-6878
TECHNICAL COUNSELOR (FIBERGLASS & PAINTING):	Henry Bartle	bartle4 @ msn.com	(503) 838-4009
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TECHNICAL COUNSELOR (RVS)	Jake Theissen	jaknjoan @ minetfiber.com	(503) 606-0569
TECHNICAL COUNSELOR (RVs)	Alan Tolle	alantolle @ earthline.net	(503)838-9900
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

### Special Board of Directors Meeting – January 4, 2009

#### MINUTES

**Attendees:**

<input checked="" type="checkbox"/>	Andy Duncan	<input type="checkbox"/>	Al Cleveland	<input checked="" type="checkbox"/>	Tom Turnbull	<input checked="" type="checkbox"/>	Gary McCormick
<input checked="" type="checkbox"/>	Kathy Cheval	<input checked="" type="checkbox"/>	Bill Boyle	<input checked="" type="checkbox"/>	Bob Brown	<input checked="" type="checkbox"/>	Dave Martin
<input type="checkbox"/>	Jerry Pryce	<input type="checkbox"/>	Dave Ullman	<input type="checkbox"/>	Karen Brown	<input type="checkbox"/>	

**Guests:** Barb Turnbull

**Secretary's Report – Tom Turnbull**

Currently 115 members.

**Treasurer’s Report – Gary McCormick**

Gary McCormick distributed bank forms for signature of the new Board members. It was agreed that a reporting of all AP& AR items for the month will be presented monthly at the BOD meeting.

Fund balances as follows:	General Checking	\$ 6,243.89	
	2- CDs (\$5323.49/ea)	\$10,646.98	(renewal due in July)
	Building Fund -	<u>\$22,755.08</u>	
	Total	\$39,645.95	

**Old Business**

Chapter Banquet - Bob Brown reported on the banquet menu. Gary McCormick indicated 22 RSVPs to date. The details have been posted on our web site. Andy Duncan will organize a phone tree to contact members for RSVPs. Bill Boyle will send out e-mail reminders for the meeting and the banquet.

**New Business**

Annual Dues – discussion was held regarding lowering the annual dues and setting up an early renewal incentive. MOTION: Bob Brown moved the annual dues be set at \$30 (electronic newsletter) and \$42 (paper newsletter) with a \$5 reduction for those paying by January 31<sup>st</sup> 2009. Second by Gary McCormick. Motion passed.

Hangar Door Locks – Dave Martin voiced concern over the current door locks at the hangar. MOTION: Dave Martin moved the Hangar Manger research options to upgrade the doors/locks. Second by Gary McCormick. Motion passed.

Meeting adjourned.

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**General Meeting – January 10, 2009  
MINUTES**

**President Andy Duncan welcomed members and guests. Several new members and a few guests were introduced.**

**Members reported on their aircraft building projects.**

**Keith Ruconich and Rich Davis from the FAA FSDO at Hillsboro made a presentation on preparing new Experimental amateur-built aircraft for licensing and on light-sport aircraft (LSAs) and on the Experimental-category LSAs based on the factory-built Special (SLSAs) factory-built machines.**

**After the meeting, members were invited to spend \$1 and have lunch with the chapter. A low-cost shared lunch after each chapter meeting is among plans for Chapter 292 this year.**

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**Annual Banquet at Eola Hills Winery**

**January 10, 2009**

**About 75 people attended the catered party at Eola Hills. It was deemed a great success.**

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**The RV-12 Report**

Builders of the RV-12 in Chapter 292’s south hangar wing—just one of the six RV-12s under construction in the neighborhood—are still awaiting announcement of the availability of the next segment of the kit in Aurora. The Finish Kit that should include the landing gear, brakes, canopy, fuel tank and controls hookup. It is expected in late February. We joined the tailcone/empennage with the forward fuselage in December, and there has been little to accomplish since the end of the year.

One exception is that I used a 12-volt battery and an analog volt/ohmmeter to check that the pitch trim motor and its five-conductor wire to the instrument panel work. Reversing the polarity of 12 volts applied to the two motor control wires reverses motor direction until it stops at the limit switches. I had checked that with the short wires coming out of the trim motor box, but it’s nice to know there is control through the long cable that will be attached to the trim rocker switch that will be on the panel.

The ohmmeter was used to check the position wires, which I believe will show pitch trim on the Dynon EFIS display. A 5K-ohm potentiometer moves with the motor output arm. As I ran the trim motor, the ohmmeter needles moved as the trim indicator will, showing that the sensor is working.

I will contact the helpers group when we know more. –Dave Martin  
Member Profile

## Getting to Know Debra Plymate

Debra grew up in Oregon, living in Salem while in middle school. When she was 13, the family moved to Alameda, California, where her father, Glenn Plymate, became the manager of Oakland Airport.

Debra's parents were pilots, and she grew up with the family airplanes including a TriPacer that accommodated the three kids in the back seat. Glenn then bought a Cessna 195, which offered more cockpit room. "I kind of inherited aviation," she said. "It was something I took for granted. I never really thought about becoming a pilot, but my first job was a Oakland Airport working at the airline catering service."

Later she worked at the terminal restaurant. After high school she took several classes each term at a junior college. At age 21 she decided to get serious, move with her travel trailer to northern California, and finish her associate degree at the College of the Redwoods at Eureka. Selecting electives, she enrolled in a college credit private pilot ground school. "Well, why not?" she thought. The college flying club offered a scholarship, which she won. "On my first lesson as I sat in the front seat, shoved the throttle in, and lifted off, for the first time I knew I wanted to fly. It had never occurred to me. Both of my brothers had taken flight training, but I just hadn't thought about it. But I was hooked."

She earned the private license about the same time she finished the associate degree. Moving back to the Bay Area, she got a job at Oakland Aviation, where she scheduled lessons, sold charts, and billed hangar rentals. She also got to fly some. She met her future husband, Wayne Nutsch, whose plane was in the FBO's hangar.

Debra's next idea was to become a fish spotter. She was in the process of buying an airplane when the rules changed; spotting swordfish to catch them became prohibited.

At this point she took the Civil Service test and applied to become an FAA controller. The process took several years before she got qualified. Debra reports that four months at the controller school in Oklahoma City (she was the only woman in her class of about 20) felt "more like four years." But she graduated and was assigned to Honolulu Center where she became an oceanic controller. About that time she also became a radio amateur (ham). Her callsign is KC4LIO.

After a while in Honolulu, she transferred to Maui where she worked in the combined station tower, first flying a C-150 and then a Grumman American Traveler to work every day from Oahu. She had married Wayne by this time. He was working in the Honolulu FSDO but got transferred to Oakland, and Debra applied for a transfer to Stockton, California. After working there a few years, she worked at Elko, Nevada's Flight Service Station and then Oakland FSS. Wayne got transferred to Washington DC, and Debra made trips to visit in the days when controllers were invited to fly in airliner cockpits. While visiting in DC, she was offered a chance to work in the office of the Secretary of Transportation as a congressional liaison during the second Reagan Administration. Then it was back to the FAA at the headquarters for eight years. That was followed by eight years at the Leesburg (Virginia) FSS.



Debra said her favorite flight was to Nova Scotia in a C-182. "We flew up the East Coast at 1000 feet and around the Bay of Fundy. I didn't have the nerve to fly across the bay, but that was a fun flight. I've been coast to coast several times, and it is always incredible. I also liked flying over Yellowstone on a crystal clear morning."

Debra and Wayne moved to Oregon, and she completed her FAA controller career at the McMinnville FSS. They live in the Independence Airpark and operate their FBO just south of the EAA 292 hangar. While in the DC area, Debra and Wayne had a 50-mile drive to the airport where their airplane was hangared. Their setup here in Independence is a wonderful contrast.

Debra and Wayne attended the EAA Oshkosh convention when they lived in the East, but she has not been a member of other chapters. "We sure have a good chapter here!" she remarked. "It's an inspiration to me."

What's next? As a Chapter 292 member and a pilot, Debra is looking forward to flying Young Eagles missions in June. She is always looking for other reasons to fly. She is also busy as the local chapter chairman of the 99s and is enjoying the experience. She also has an aircraft upholstery business here with the experience of working on the family C-182 and on one of the Funks that she and Wayne bought.

Because a scholarship was the start of Debra's flying as a pilot and led to her career, she says she has a passion for helping young people get started. "I didn't set aviation as a goal," she reiterated. "But it was a case of listening to your heart and opening the door when opportunity knocked."

## Indy Flyer Update

Newer members of the chapter may not be familiar with our chapter project, the Independence Flyer. In January 1997 a small group of members headed Ernie Moreno suggested building a simple, economical and comfortable ultralight. The aim was to build the entire project for \$3000 including the engine, a 1/2 Volkswagen. A design loosely resembling the Pelican ultralight circa 1984 was adopted. The Pelican looked much like the Aeronca C-2 built in the early '30s.

The Flyer project ground to a halt several times over the years as the chapter embarked on the Nieuport odyssey and various other distractions. Some details of the Indy Flyer from inception are available on our website homepage under chapter projects [Indy Flyer](#). With Ernie now retired (though not running out of projects), work on the Indy Flyer has resumed with regular meetings on Tuesdays from 10 a.m. to 1 p.m.

Recently a steel tube engine mount was welded and installed after it was determined that the original aluminum design had too much flex. You can't be too careful with 30 throbbing horsepower! With the engine mounted, the next step was to design an enclosure for the front of the fuselage. Though it is, for all practical purposes, a cowling, it will not enclose any of the engine. Much like the Aeronca C-2 "Flying Bathtub," the engine will be exposed to the slipstream.

The work group for our February 3 session consisted of Ernie Moreno, Zell Giles, Phil Rabb and Jerry Pryce. Ernie arrived with a stack of poster board, pencils, Scotch tape, scissors and an open mind, and we set about to visualize and mock up our cowling. It

started with a goal of a light enclosure with minimal compound curves that could be made of light aluminum sheet.

One of us held a full sheet of poster board against the side



of the engine mount to first establish the line from the windshield frame to the top of the engine. Then we taped, cut, measured, cut and taped, and repeated as necessary until we had the result we wanted. Working with poster board is handy; if you cut something too short, tape another piece on and try again. Some composite builders may cringe at our result, but we actually accomplished a workable solution that makes the Indy Flyer look all the more like the Aeronca C-2.

Next time we will start cutting sheet metal from the poster board patterns. Stop by the chapter hangar and view the project.--

Jerry Pryce



## 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/GA EMPENNAGE KIT,** Aug. 1995 vintage (S/N 24439), not pre-punched. HS Spars & ribs fitted, no holes in skins, no riveting done. Need spare/repair parts? Asking \$500. Call Kevin at (503) 364-3236

**FLY CHEAP.** 1/3 partnership for sale in 1973 Cessna 172M. Solid airplane based and hangared at Independence 7S5. \$9750 Call or e-mail Greg, 503/851-9595 gregguy@matrixnw.com

**WANTED:** Rotax 447 exhaust manifold with screw-in EGT mounts. Jerry Pryce 503-409-4065 or email [sierrab24r@yahoo.com](mailto:sierrab24r@yahoo.com)

### FOR SALE:

- 1 Jeppesen USB Skybound G2 adaptor (for installing Garmin updates) (new in August 2008) - \$70.
- 1 set of 4 new NGK BR8EIX Iridium spark plugs (for Rotax engines) - \$10.
- 1 set of 4 new NGK B8ES spark plugs (solid terminal for Rotax) - \$5.
- 1 Garmin Pilot III GPS with "everything" including quick start and complete manual, data cord, auto power cord, GA26 remote antenna mount, GA56 Low Profile Antenna, dash and yoke mounts. About 470 hrs TT \$250.
- New Car Alternator model 13609N - 140+ amp \$75.

Call Andy Duncan: 503/858 -9870. E-mail [kiaorana@wvi.com](mailto:kiaorana@wvi.com)

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

**O-320-E2D**, 940 hr SMOH, Mattituck RAM 160 Hp conversion, compressions still all at factory settings. Logs are current. On the airplane and available for a flight check until April/May. A perfect replacement or for someone's project. Asking \$15,000. Prop available too. Dave Wellman, Eugene, OR. 541/984-1442

**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

**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.

**1948 Cessna 170**: 3500 hours total time on airframe. 755 hours total major overhaul. Last annual 9/2008. King 97A com. Narco AT150 transponder, new temper foam custom upholstery, P ponk landing gearbox upgrade, 4 place intercom, Solid axles with Cleveland brakes, Pulse light landing light, New tires/tubes, extra one piece windshield, 60 amp alternator, Corrosion X treatment, Spin on oil filter, Ceconite wings w/ wing covers. E-Z heat oil pan heater. All logs complete. Pictures available upon request. Always hangered. Contact: AL Cleveland (503-910)7786 \$38000.00 [amcleveland@minetfiber.com](mailto:amcleveland@minetfiber.com)

Flight Instruction/Aircraft Rental - [nutsch.com](http://nutsch.com), LLC - 503.428.7209



**THIS MONTH'S MEETING**

**Saturday, February 14  
10 a.m. in the Chapter Hangar**

**Program: Kelly Wilson on his trip  
with Jake Theissen in an RV  
to the Arctic Circle**

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