

The Taledragger



March 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

Mogas: Use It or Lose It

There are lots of opinions about the future of non-ethanol (unblended) automotive gasoline (mogas) and its availability. As I write this, mogas is available at Lebanon and Mulino airports, through our local 76 stations, and at Marc Nelson Oil Products in Salem.

For my message this month I have summarized an article by Dean Billings, a "*mogas activist*" from Bend. Since the article was published, some mogas has become available, and Rotax is soon expected to authorize--with major caveats including an 8000-foot ceiling--ethanol-blended gasoline in their aircraft engines. Yet the article presents a valuable and interesting perspective on the ethanol additive question, and I suggest you read the entire piece on our website: www.eaa292.org/ethanol/MoGas.htm. We have included updates within the complete article.

1. Years ago, after extensive testing, the FAA approved STCs to allow the use of ASTM-standard automotive fuel in certain engine/airplane combinations. Objectives were to save money and eliminate the lead found in 100LL aviation fuel, especially in older, lower-compression engines that were damaged by the lead. Experimental aircraft can also use approved mogas but do not need and cannot get an STC. The system worked well.

2. The FAA STCs prohibit ethanol in fuel for many reasons including reduced power, corrosion of metal, and deterioration of natural rubber fuel system components found in some older aircraft. Because alcohol absorbs water, low temperatures and high altitudes can cause ice separation that may lead to clogging a fuel line. In addition, modern aircraft engines such as the Rotax 912/914 were designed to run on premium mogas. Use of 100LL avgas doubles the requirement for oil changes, and until recently, only 91 octane mogas was recommended.

3. In June of 2007, without notifying the aviation community, the Oregon legislature passed a bill that mandated E10 (10% ethanol) in all mogas. Through oversight or intention, this move blindsided the aviation, marine, antique car, and other groups relying on portable power (think chainsaws). Not all engines or systems were affected, but many are.

4. Acknowledging unintended consequences, Oregon lawmakers then provided exemptions for off-road gasoline use. However, *distribution* of clear, unblended mogas, not legal approval to use it, is the major problem foreseen by Oregon's aviation community as soon as the ethanol mandate was discovered. For more on the problem and a solution that unfortunately requires a new national mandate, see Dean Billings' article: www.eaa292.org/ethanol/MoGas.htm.

--Andy Duncan

CALENDAR OF EVENTS

SUNDAYS	THE INDEPENDENCE FLYER BUILDERS GROUP	CHAPTER HANGAR, AROUND NOON
FRIDAY, MARCH 13, 2009	BOARD OF DIRECTORS MEETING	CHAPTER HANGAR, 7 P.M
SATURDAY, MARCH 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 \$30/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 Board of Directors meets at the Chapter Hangar on the second Friday of each month at 7 p.m (usually). Board meetings are open and anyone may attend.

NEWSLETTER: *The Taledrager* is published and mailed about two weeks before 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 @ minetfiber.com	(503) 838-9870
VICE-PRESIDENT:	Tom Turnbull,	rv7tt @ minetfiber.com	(503) 838-1260
SECRETARY:	Bill Boyle	gbtp @ minetfiber.com	(503) 838-4734
TREASURER:	Gary McCormick	garymc @ ieee.org	(503) 838-2742
BOARD MEMBER AT LARGE	David Ullman	ullman @ robustdecisions.com	(541)754-3609
BOARD MEMBER AT LARGE	Al Cleveland	amcleveland @ minetfiber.com	(503) 910-7786
WEBMASTER:	Karen Brown	eaawillamette @ minetfiber.com	(503) 838-4146
NEWSLETTER EDITOR:	Dave Martin	windwing1 @ juno.com	(503) 838-2131
HANGAR MANAGER:	Jerry Pryce	sierrab24r @ yahoo.com	(503) 606-9189
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 (SHEET METAL):	Al Cleveland	amcleveland @ minetfiber.com	(503) 910-7786
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 @ minetfiber.com	(503) 838-9870

Board of Director's Meeting – February 13, 2009

<input checked="" type="checkbox"/> Andy Duncan - President	<input checked="" type="checkbox"/> Tom Turnbull - Vice President	<input checked="" type="checkbox"/> Bill Boyle - Secretary
<input checked="" type="checkbox"/> Gary McCormick - Treasurer	<input type="checkbox"/> Kathy Cheval - Young Eagles	<input checked="" type="checkbox"/> Jerry Pryce - Hangar Manager
<input type="checkbox"/> Dave Martin - Newsletter Editor	<input checked="" type="checkbox"/> Karen Brown - Webmaster	<input checked="" type="checkbox"/> Dave Ullman - Member at Large
<input checked="" type="checkbox"/> Bob Brown - Past President	<input type="checkbox"/> Al Cleveland - Member at Large	
MEMBERS and GUESTS PRESENT:		
<input checked="" type="checkbox"/> Andy Andersen	<input checked="" type="checkbox"/> Barbara Turnbull - Lunch Com.	

Minutes:

President's report: Andy Duncan

Andy handed out Hangar Use Guidelines. The subject of insurance was discussed for events held in the hangar. EAA covers the chapter and building in the event of a lawsuit however the board of directors is not covered by insurance. Insurance for the board would cost \$1,200. A motion was made by Tom Turnbull and seconded by Bob Brown, that the chapter buys insurance for the board.

It was decided that it would be announced to the members at the general meeting on February 14.

Vice President's report: Tom Turnbull

Simulator report: Tom reported with a handout.

Secretary's report: Bill Boyle. Total membership is 122 members. 12 members have not yet paid their dues.

Treasurer's report: Gary McCormick. He covered account balances, itemized list of expenditures, and a review of hangar tenant accounts. A discrepancy was found in the rental of the Eola Winery for the Holiday Banquet. Andy said he would visit the winery and straighten out the situation.

Young Eagles: Kathy Cheval, no report.

Hangar Manager's Report: Jerry Pryce. He provided a handout with general information with status on the hangar. Specifically, door security was discussed and options are being investigated. Jerry passed along a suggestion that we begin a yearly purchase of stationary tools as needed. It will be considered at a later meeting.

Andy and Tom proposed we establish a schedule for publishing *The Taledrager*. Since the newsletter is our primary form of communications to the chapter, the need to be consistent in the timing and method of delivery is important. The board established the following guidelines for the newsletter schedule:

- Published to the members two weeks prior to the monthly meetings.
- Delivery to the members will be via e-mail utilizing a link (to our website) rather than file attachments to minimize download impact for those with slow internet access.
- Postal mail copies will continue to be available to members who paid additional

Andy will review these changes with Dave Martin and assist with any changes to coordination among the board members involved.

Member at Large report: Dave Ullman. He said that he would like to have more programs on building aircraft; invite various vendors to discuss their products, and call on chapter members for their expertise. He suggested visiting projects in the airpark.

Lunch Committee Chair: Barbara Turnbull. She mentioned that the Lunch Committee will be looking for volunteers for the Chili Cookoff after the March chapter meeting.

Other Business:

- a. RV fly-in dates: Bob Brown is having a meeting with Vans Aircraft and he will advise the board.
- b. Biplane date will be July 18 and will be coordinated with the Cottage Grove Antique Fly-in and the Milano Pancake Breakfast.
- c. Chapter 105 activities: Bob Brown suggested we have some coordinated events with other EAA chapters such as poker runs and barbecues, etc.
- d. LSA Inspection Class: Dave Martin had suggested we have a weekend LSA inspection class as light sport aircraft being built in the airpark is on the rise. Andy said he would investigate for a class at the end of June.

Guests: Andy Andersen requested hangar use and support from the chapter for the Flying Farmers' annual proficiency day as a poor-weather backup for the Memorial Day gathering. Andy's requests were referred to hangar manager, Jerry Pryce, for scheduling and coordination.

Bill Boyle, secretary

General Meeting February 14, 2009

Meeting opened at 10:05

Andy Duncan opened the meeting with introduction of visitors and new members. New Members are Andrew Frank and Curt Richmond.

A draft version of our proposed hangar use guidelines was presented for member review and comment. Andy discussed the reasons for the guidelines and need for coordination in use of the hangar to ensure no scheduling difficulties and proper insurance coverage.

Progress on the sign-ups for our volunteer committees was discussed and members were again encouraged to volunteer for a committee. He noted our programs are made possible by the volunteers and without them some of these activities will not be continued.

Andy reviewed the planned *Chili Cook-off* planned for the March meeting. We currently have three volunteers to participate and would like a couple more. Please contact Barb Turnbull if you would like to participate!

Secretary's Report: Bill Boyle gave status of membership and a brief overview of the Board Meeting held the prior evening.

Treasurer's Report: Gary McCormick reported general status of chapter accounts.

Vice President's Report: Tom Turnbull gave and updated the members on completion of the annual Chapter Renewal and the decision to add liability insurance coverage for the board members (it is not provided as part on EAA's liability policy).

All chapter insurance coverage is under review to ensure proper coverage for liability, contents and hangar use. We want to reduce any overlap but make sure we have proper coverage and the users of our hangar understand and provide coverage when needed for their activities.

Tom also gave a review of the SIM project and noted system use is approximately 55 hours since going online. He noted we have two new SIM rental customers up and running with Paul Cole as the primary instructor. Paul also has two more students coming online in the next month and has been doing great work in supporting SIM training. The discussion was closed with a review of the process for users to get checked-out on the system.

Hangar Manager's Report: Jerry Pryce gave a brief report on hangar usage and upgrading building security.

Technical Counselor: Ernie Moreno gave brief talk on LSA aircraft maintenance and status of the Indy Flyer. Andy called for a project report and various builders gave updates on their projects.

Other business:

- For Sale: Members were asked if they had any items for sale.
- Members were asked if there was interest in LSA Course. A show of hands indicated it was worth following up.
- RV Fly-in. Bob Brown will meet with Vans next week.
- Bi-Wing Fly-in - July 18. Details coming.
- T-shirts from past fly-ins for sale as usual.
- Next EAA Meeting March 14. Lunch will be a chili cook-off. Interested participants contact Barbara Turnbull.

Member Profile: Zell Giles won the drawing for the April Taledrager member profile. Bob Gillett was the previous winner for the March issue.

Program: Presentation by Kelly Wilson. "Flying to the Land of the Midnight Sun" about the flight he and Jake Thiessen made in RVs to Tuktoyuktuk, Alaska and back.

Bill Boyle, secretary

Flying Farmers' Annual Proficiency Training Day "BFR" set for April 18

The annual Oregon Flying Farmers' Proficiency Training Day will be held on Saturday, April 18, and you don't need to be an OFF member to participate. Ground school that counts toward the FAA-required flight review (formerly known as a BFR) will be held at the Chapter 292 hangar, 4803 Independence State Airport (7S5), beginning at 2 P.M. and due to finish by 3 P.M.

Jim Hultgrien, FAA Safety Team Program Manager from the Hillsboro FSDO will speak. The seminar will also count for the FAA Wings program.

Individual one-hour flight reviews with a CFI in your aircraft will be scheduled during the day on request. If it rains, flights may be rescheduled with the CFI. Call Andy Andersen at 503/838-4231 or e-mail andyconnie1@minetfiber.com for flight time reservations.

Coffee, milk, tea, fruit juice and goodies will be available all day during flight training starting at 8 A.M. The Starduster Café will be open from 6 a.m. to 3 p.m. or you can bring a sack lunch and eat in the EAA hangar.

All pilots are welcome, and OFF is inviting pilots from EAA, OPA, 99s, CSPA and the Oregon Antique & Classic Aircraft Club, or any pilot who needs a flight review. The seminar is free but a donation of \$35 to the CFI is the usual procedure.

--*Andy Andersen*, Oregon Flying Farmers' Annual Proficiency Training Day Coordinator

Chili Cookoff: The President takes on all comers!

Plan to attend the next meeting on Saturday March 14 when Tom Turnbull will make a presentation on the EAA Leadership Academy.

This will be followed by our "*legendary*" *chili cook-off*, where members compete against "The President" for *the best Chili in the nation!* (Well, at least, our little corner of the nation ☺.)

We are still looking for chefs with the *fortitude* to compete – to prove that *they* make the best chili in the land! – contact Barb Turnbull or Kathy Cheval (838-9870) if you think you have "what it takes!"

Getting to know **Bob Gillett**

Bob has been involved with the EAA since 1984. "I had been flying for about 10 years, was in the Chicago area for a conference at Northwestern University while the Oshkosh event was going on. So I figured that while being that close, I had to check it out. It was handy. My brother-in-law lived in Oshkosh. We had a visit, and I spent some time at the convention, and I joined. Been a member ever since. But Chapter 292 is the only one I've been involved in." There was no local chapter in Coos Bay, where he lived for many years. The closest was in Eugene...too far.

Bob's homebuilt project is a Pulsar, which he began in 2000. "I must have the airpark record for the slowest builder," he said. *Maybe not.* At this point he is experimenting with painting. Everything firewall aft is completed, and he has a Jabiru 2200 engine. After painting, he will put begin working ahead of the firewall.

His paint brand is not yet picked, but his interest runs to the water-based Stewart system. He has quite a bit primed with the Stewart product. The recommended temperature is 70° for about 24 hours. He has a furnace in his hangar and will spend some natural gas money if he makes the decision to go the Stewart route.

I asked about building the canopy, which is often a most challenging homebuilder task. "Skystar, which owned the Pulsar project when I bought it, made a horrible mistake," he said. The canopy project came immediately after putting some fuselage parts together and then installing the main gear. "If they were smart, the plans would have called for doing all of the fuselage and then the canopy."

Next came the empennage and then fitting interior parts including seats and panels. Hating to ask, I enquired about possible completion time. "Maybe this year," Bob said, noting that he's been answering like that for some time. He said he finds the process enjoyable and doesn't feel pressure to finish quickly. For him, contemplation is an important part of the fun, and if building isn't fun, it probably won't be finished.

At a recent Pulsar gathering, Bob met the designer, Mark Brown, for the first time. Bob said that Mark (whose original company went bankrupt) and his longtime associate, Greg Smith, are working again on the wide-body version of the Pulsar, which will probably be powered by a Jabiru 3300 six-cylinder engine. The plan is to build a pair of wide-bodies—one for each of them, but Mark hasn't committed to do anything commercially with it.

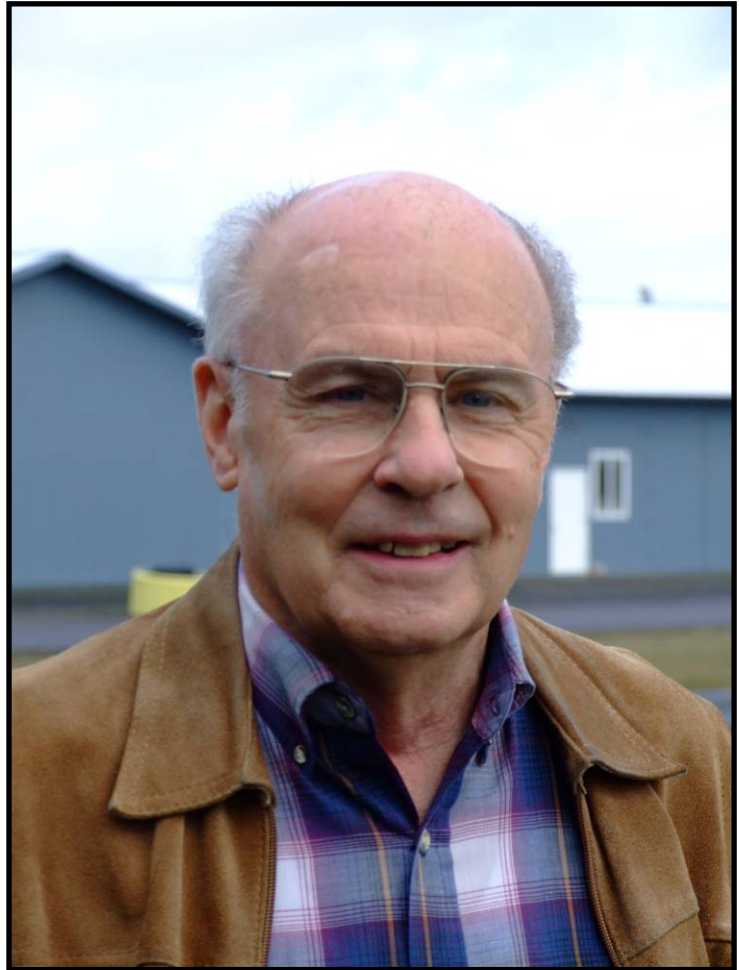
Bob grew up in Rockford, Illinois, west of Chicago, and left to join the Army. He was soon stationed in Stuttgart, Germany, for 2½ years as a musician with the Seventh Army Symphony. He had an extended tour in France plus a lot of time in Germany. "It was a great experience," he recalled.

He started playing clarinet at age 12 and then switched to bassoon, which became his primary instrument. In college at Northern Illinois University, he majored in music education. After the Army, he taught high school band in Illinois but left for warmer weather. He moved to Oregon, eventually to Coos Bay for 38 years, teaching for about 29 years at Marshfield High School. "I had a gigantic band. I could put 150-170 kids on a football field for a marching show." He also started and ran the community band associated with the community college. "One of my happiest achievements there was the wild idea of pushing community bands in Oregon. There were only six community bands in the state, and I organized other band, and now there are over 30 Oregon bands as an outgrowth of that program," he said.

Salem has the best music education program in the state, Bob said, because of the music director the school system hired.

Aviation was only a passive interest to him as a child, he says. But one night in Coos Bay he watched a local TV program about the fellow who ran the airport's FBO. He talked about flight training and mentioned the G.I. Bill program that funded training beyond the private pilot level. Bob had a gift from his mother that he had not spent, and that went toward getting the private license. "My first lesson was the next day," he said. "The instructor told me to get into the pilot seat. I was so ignorant I had to ask which seat that was." But he got the private license in about three months used the G.I. Bill to add commercial and instrument ratings and most of the work on a flight instructor ratingS.

Bob's wife, Dorothy, took lessons and got her private license, and they bought a Cessna 150. Bob said she loved C-150s, and he hated them. He's looking forward to flying the Pulsar. But traveling has slowed the progress. "In the last 14 years we've been on every continent while on 25 foreign trips," he said. Bob and Dorothy moved to Independence in 2003 and think they've found the ideal place to live. —*Dave Martin*



CLASSIFIED ADS

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

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

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. Needs spare/repair parts? Asking \$500. Call Kevin at (503) 364-3236

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

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. \$38,000.00 Contact: AL CLEVELAND (503) 910-7786 amcleveland@minetfiber.com

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.

FOR SALE - Loehle Parasol. Fuselage, tail and wing ribs are complete and aircraft is on the gear. Plans and material to finish the wing as well as a complete set of parts to build 1/2 VW are included. Can also use the Rotax 447 or 503. \$3500 Call Ron Gilbertson, 503/581-506

FOR SALE. Hangar at Salem, north end. Oversize T hangar with extra 300 sq.ft. space. All-metal unit has lights plugs and water, bathroom for tenant use. \$35,000. Also Beech T-34A Mentor in Eugene, IO-520, 3-blade prop, smoke system, S-tec 50 autopilot, more. Details at www.T-34.com. \$125,000. Bruce Lamont, 541/465-8174



THIS MONTH'S MEETING
Saturday, March 14
10 a.m. in the Chapter Hangar Program:
Tom Turnbull on EAA leadership...plus
The Great Chili Cookoff!

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