

The Taledragger



June 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

Once again Chapter 292 has had an active month with planning for our two fly-in events, work on an update of the bylaws, publication of the chapter meeting programs, and resolution of the flight simulator (SIM) issue with EAA headquarters.

For those of you who weren't aware, we have a small group of new members using the SIM on a regular basis, and in April these paying users put more time on the system than our sponsors! This was largely due to Paul Cole's efforts to publicize the availability of this resource to students and partly due to the resolution of an operating problem that had plagued us since the system was setup. I'm confident in saying the system is operating as intended and is consistently reliable for use! Finally, through multiple conversations with EAA Headquarters we have reached an agreement that provides for continued operation of the SIM under chapter ownership with no impact on our standing with EAA. Our only concession is that hours cannot be logged.

David Ullman, Member at Large and Program Committee chairman, has done great work in planning our meeting programs for the balance of the year! He has also published these events on EAA's Online Calendar of events (www.eaa.org/calendar). This will help get the word out to others in the area looking for aviation activities to attend. We had four visitors at this month's meeting, two from the Oregon coast!

I hope everyone enjoyed the presentation by David Ullman and Otmar Evenhoech reporting on the 2009 Café Foundation Electric Airplane Symposium. It amazes me how far technology has come in allowing us to consider the use of electric power in our aircraft! Thanks again Dave and Otmar!

Bob Brown has been working diligently with the folks at Van's Aircraft to organize the RV Homecoming Fly-in and get the word out to all aviators and those RV'ers. We have the date scheduled for the weekend of August 29 and 30. We'll have details on this event available in the next edition of The Taledragger. Remember this is one of our big events for the year, and Bob needs volunteers for aircraft marshalling, breakfast, etc. Please call him or send him an e-mail to let him know you are available so he can plan for these activities with confidence!

The Biplane Flyin will be held the weekend of July 18. Andy Duncan held the first meeting on April 21 to coordinate the planning for this event, and he too will need a pool of volunteers to ensure a successful event. Again we have planned the event to coincide with others in the valley to increase the draw for aircraft and visitors. Scott Savage has volunteered to co-chair this event with

Meet Derald Hostetler

One of our newest members is this month's "door prize" winner. He joined Chapter 292 early this year. *Derald Hostetler* has a rich background in aviation. He is an Oregon native, having originated in Eugene. His experience includes a brief career in automotive repair. He then joined his father in the real estate business in Sheridan for about 15 years.

Having grown up on a farm, Derald says he always wanted to be a farmer, and he began growing Christmas trees near Sheridan in 1978. In '83, a former flight student of Derald's in Corpus Christi, Texas, talked him into opening a retail Christmas tree business there. (Before that, Christmas trees for the area were imported from Michigan.) The business continues. In 2000, Derald sold about 90% of his tree farm to a large company, but he continues his smaller operation to supply Corpus Christi. His trees are primarily Noble and Nordman firs. At least 10 years is needed to produce a crop of these trees, he says.

Derald's father was a pilot, and he was always interested in aviation. His own training began in 1966. He, his wife, and their children once flew the family Stinson to Alaska.

When his friend, Derrell Kauffman, suggested opening an FBO in Salem, Derald was interested. The two of them founded Val Airways, a large FBO and Piper dealer at Salem Airport. (Val Avionics, which continues to operate, began as a shop at the FBO.) Derald became vice president and chief flight instructor. He was there about two years, which was his plan. Until the recession of 1982, Val was training 60 to 80 students at a time, but the recession reduced the training population drastically.

After the failure of Val Airways, Derald gave up on aviation for a while. But the Light Sport category gave him the incentive to jump back in. He bought a Highlander bushplane-style kit and was then offered a partially build kit in exchange for his untouched kit. He agreed to the trade but—as a first-time builder—didn't initially know that much of the first builder's work was unsatisfactory. Chapter tech counselor Ernie Moreno looked at the project. Derald quotes him as saying, "Good luck!" However, a friend from Toledo, Toby Parker, who has built a Highlander, offered to help Derald in his project. "He's been helping me almost daily," says Derald. Ernie's subsequent inspection indicated a positive turnaround in the project.



Derald will power his new Highlander taildragger with a Jabiru 3000—the 120-hp six-cylinder engine from Australia. He thinks he has found the key to proper cooling of the Jabiru in the Highlander, thanks to a builder in Washington whose systems works well.

He is hoping the project is two-thirds completed. "We still have to do the instruments, plumb the engine and then cover the fuselage," he said. The wings and empennage are already covered with Ceconite, and will use the Stewart water-based glues and paint system.

The hope is to have the Highlander ready to fly in a few months. Derald hasn't flown much since the 1980s. Despite considerable tailwheel time, he will need some instruction and a flight review. He believes there's someone in Washington who can help him get back in the saddle quickly.

Derald visited AirVenture/Oshkosh in '07 joined the EAA. He's enjoying membership in Chapter 292, which is his first experience in an EAA chapter. —*Dave Martin*

Board of Director's Meeting - May 1, 2009

<input checked="" type="checkbox"/>	Tom Turnbull - President	<input checked="" type="checkbox"/>	Vacant - Vice President	<input checked="" type="checkbox"/>	Bill Boyle - Secretary
<input checked="" type="checkbox"/>	Gary McCormick - Treasurer	<input checked="" type="checkbox"/>	Kathy Cheval - Young Eagles	<input checked="" type="checkbox"/>	Jerry Pryce - Hangar Manager
<input checked="" type="checkbox"/>	Dave Martin - Newsletter Editor	<input checked="" type="checkbox"/>	Bob Brown - Past President	<input checked="" type="checkbox"/>	Karen Brown - Webmaster
<input type="checkbox"/>	Al Cleveland - Member at Large	<input checked="" type="checkbox"/>	Dave Ullman - Member at Large		
TECHNICAL STAFF PRESENT:					
<input checked="" type="checkbox"/>	Ernie Moreno - Tech Counselor	<input type="checkbox"/>		<input type="checkbox"/>	
MEMBERS/GUESTS PRESENT:					
<input checked="" type="checkbox"/>	Barb Turnbull	<input checked="" type="checkbox"/>	Gail Saunders-Boyle	<input checked="" type="checkbox"/>	Andy Duncan

The meeting began at 7:05 p.m.

It was called to order by Tom Turnbull

Gary McCormick gave the financial report.

Agenda Items

- *Officer Vacancy:* Tom Turnbull nominated Jerry Pryce to fill the vacant vice president's office, and this was seconded by Dave Ullman. As permitted by the bylaws, a board vote was taken, and Jerry was elected unanimously.
- *Calendar of events/programs review:* Tom Turnbull brought up the EAA national website and the calendar program they have added to it. He suggested we use that calendar to post our meetings and our program. We can use it for special events as well. In addition, the calendar can be downloaded to our website without much work on our part. This item is still being explored.
- *The RV Homecoming fly-in:* Bob Brown brought the board up to date on the progress on organizing the fly-in. He has been hampered in getting anything done due to his injury and surgery. He is scheduling meetings with people at Van's in the near future.
- *The Biplane fly-in:* Andy Duncan brought the board up to date on the progress on the Fly in. He has had one meeting and has his list of volunteers to start. He will ask the membership for their help at the next meeting. Andy will be gone on vacation during the Fly in.

New Business

Founder's Wing: The EAA has sent out a request for the chapters to submit various artifacts for display at the new Founders Wing at headquarters in Oshkosh. In addition, they have solicited donations. There are various levels of rewards based on the size of the donation, from your name on a list to a dedication brick, jackets, etc. Dave Martin moved that the chapter allocate \$500 dollars contingent on the membership matching or exceeding that amount. The pledge period for members would be two months, ending July 11. Karen Brown seconded the motion, which was passed unanimously by the board.

Tom Turnbull mentioned the *bylaws committee* (Tom Turnbull, Ernie Moreno, Jerry Pryce) had its first meeting. He was optimistic that they will have a finished product by the August meeting.

Event purchasing was brought up, and it was determined that spending for various events had to be brought under control. Gary McCormick and Tom Turnbull decided that any projected costs of \$200 or more needs the pre-approval of the board. All expenses must be backed up by receipts for payment.

The *refrigerator* in the south hangar needs to be eliminated to save electricity. Ernie Marino will contact the owner to see what he wants to do with it.

Dave Ullman brought up the subject of *scholarships*, something Bob Schwarzler had requested at our last meeting and Dave is looking into it.

Ernie Moreno said he is considering an offer from Evergreen Museum to provide to the chapter an aircraft that needs *recovering for educational purposes*. Ernie will instruct EAA members and cover this aircraft for the museum.

Ernie also wants the Board to consider the next building project. He says the "Indy Flyer" is getting close to completion, and he is getting many requests to start the next project. He also requested that the website be updated to reflect progress on the "Indy Flyer." Karen Brown said she would do it and for Ernie to provide pictures and an article.

Dave Martin said he'd like to pass editorship of *The Spinner* to Gail Boyle, who has asked to become involved. He offered to continue with the member profile feature. Tom Turnbull will discuss the move prior to it happening, so Dave will continue for another month [this issue].

Bob Brown moved that the board adjourn, it did at 8:30 pm.

Bill Boyle, Secretary

General Meeting on May 9, 2009

President Tom Turnbull called the meeting to order at 10:04 a.m.

The meeting started with a moment of silence for Harry Malette who passed away last week.

The secretary read the minutes of the board of directors meeting, and Dave Ullman moved to approve them, seconded by Jerry Pryce.

Gary McCormick provided the treasurer's report.

Jerry Pryce gave an update on hangar maintenance and reminded the members that there would be a gravel-spreading work party in the near future

Old Business:

- Tom mentioned Dave Ullman's calendar and that it would be uploaded to the EAA National website.
- Bob Brown gave an update on the RV fly-in. The most notable change is that there will be an RV-10 event on Friday night.
- Andy Duncan updated on the biplane fly in. The chapter needs someone to head up the effort as he will be on vacation.
- Andy Duncan gave a brief update on the Young Eagles event scheduled for May 30 and passed around a volunteer sign up sheet.
- Tom Turnbull mentioned the Memorial Day activities and the need for volunteers.

New Business:

- Tom Turnbull brought up the request from National EAA for the chapters to provide memorabilia for a new Founder's Wing in Oshkosh. In addition, they have requested the chapters donate funds for the project. Based on a recommendation from the chapter board, Tom suggests the chapter provide \$500 if the membership can match it. That would result in getting a brick representing Chapter 292 in the new building.
- Guests and visitors were introduced, which included Karen Brown's uncle from Alaska, Ken Thorall, Scott Browning, an ultralight pilot, and others.

Builders Reports:

Bob Brown gave a brief update on the RV-10; the ladies have been carrying the load with Karen Brown and Kathy Cheval doing a lot of riveting. The prop and elevator trim were on display at the meeting.

Zell Giles said things were progressing well on his project, a Whitman Tailwind.

Tom Turnbull is still toiling with the wiring on his RV-7 project.

Bryan Dalton is working on the wings and ailerons on his project.

Classifieds:

- Bryan Dalton has two hangars for sale, presently being fixed up for the sale, \$41,000
- Doug Davis has a Thorp T-18 project for sale, asking \$10,500. Price doesn't include instruments or engine.
- Ron Sterba has a source for steel plates for various uses.
- Dick Wildman has a converted sailboat trailer for sale.
- Scott Browning has an RV-3 for sale.
- Zell Giles has decided to give away the Subaru engine he has been trying to sell. Some assembly will be required.
- Bruce Reynolds has hangar space for rent .

Tom Turnbull advised the membership that Van's Aircraft has a program in the formation stages for getting kids interested in aviation and is looking for volunteers. The plan requests that RV-12 builders volunteer on Saturdays at the Van's factory in Aurora to help members of a Portland-based youth aviation group build the RV-12 kit that Van's is donating.

The membership profile drawing was won by Bill Mclagan. His profile will be in the July *Taledragger*.

Program: "Airplanes that Hum" – was presented by Dave Ullman and Otmar Evenhoech. The topic is about present and future electric-powered airplanes.

The meeting was adjourned in time for the \$1 lunch provided by the chapter. --*Bill Boyle*, Secretary

RV-12s: What's up with the half dozen local kits?

Starting with the Martins' chapter-endorsed RV-12 project in May of last year, Chapter 292 and its members have become a hotbed of activity for building the latest Van's Aircraft kit, which was designed specifically to fit in the Light Sport Aircraft (LSA) category. All of the builders have agreed to supply occasional info on their projects for publication here in *The Spinner*, so here goes, in no particular order:

Jake Thiessen: He's building his RV-12 for a local couple. (Unlike Experimental amateur-built rules, Experimental LSA kits may be built for hire.) Jake is well into the fourth kit segment, the Finish Kit. He's completed the wings, forward fuselage and tailcone/empennage segments. The Finish Kit—the most expensive of the packages offered so far—includes controls, wiring, the fuel tank, canopy, cowl and finished upholstery (seat bottoms, backs and lumbar pads in the customer's choice of colors), landing gear with wheels and brakes, and finishing touches such as cockpit cover panel installation and nonskid on the wingwalks. The fuel tanks is of considerable interest as it is made of aluminum parts by the builder, using special no-leak pulled rivets. The much-reviled tank sealant (usually called Pro Seal although that's another brand) is required, and there is a kit of parts for testing the finished tank with compressed air. As of this report, Jake's tank was not yet been sealed. He is working on the canopy.

Craig Cowles: Working by himself, Craig has completed the wings and flaperons plus about half of the forward fuselage kit. He will buy the tailcone/empennage kit next. The forward fuselage is particularly complex as it contains more parts in this area of the aircraft than most other Van's kits. Careful design using lots of thin metal pieces can result in exceptionally light, strong structures. The RV-12 design team has used this approach, resulting in an LSA with more useful load than most competing airplanes (LSAs are limited to 1320 pounds gross weight). Craig is one the "repeat offenders," as Van's Aircraft puts it. He built his RV-6 several years ago, and he says he prefers the previous plans system of kit instructions to the text and perspective drawings provided with the RV-12.



Greg Robi/Dick Dolan/Phyllis Upright: Based in Phyllis' hangar, this RV-12 is on its landing gear, controls are finished, and the cowl is in place. The landing gear is on and the fluid is in the brake system. Greg loaned his brake bleeding/filling system to Dave Martin, who made quick work of the same brake-filling operation. The canopy is also close to finished.



This RV-12 is one of the three farthest along.

Bill Boyle: He has set aside his RV-9 project in favor of working on the family RV-12. So far, he's finished the tailcone/empennage kit, which is the recommended first kit now that Van's has available the four kit segments that complete the airframe. (Engine/propeller and avionics packages will be the final two hardware packages, followed by a paperwork/test procedures/registration package. Working mostly by himself, Bill is installing ribs on the wingspars. The spars, incidentally, are complex laminated structures that are completed at the factory.

Jim Ashford: He's not sure whether he will sell or keep his completed RV-12, he says, but he is enjoying the building process. Jim has completed the tail, wings and the forward fuselage. He's not bought the Finish Kit yet. Jim is among those who helped initially with the Martin project, liked what they saw, and moved on with their own RV-12 or RV-10 projects.

Dave Martin and some EAAers: This RV-12 was the first kit here in Independence, and nearly a dozen Chapter 292 members helped make quick work of the Wing and Flaperon Kit. Starting in early May last year, the wings were finished in three weeks. A delay of four months was experienced waiting for the next segment, the Forward Fuselage Kit. Another two-month delay occurred between completion of the forward fuselage and the Empennage/Tailcone Kit availability. All of that is long since done, and final stage of the Finish Kit—fiberglassing the canopy leading edge—is occurring now. Bob Schwarzler provided many hours of participation. Recently, Doug Davis has been a regular contributor, doing most of the cowl work. A master machinist, he produced beautiful copies of most of the few parts made from stock material. This project will soon be ready for the engine package. Rumor has it that Van's has paid for a first batch of 50 Rotax 912ULS engines—the required powerplant. Maybe several of these engines will find their way to Independence quite soon. —*Dave Martin*

Thank You, Harry Malette

The Independence Airpark lost a true friend and a champion recently when Harry Malette passed away on May 6, 2009. Harry was a charismatic leader and a tenacious fighter. Without Harry the airpark simply wouldn't be what it is today.

I first met Harry Malette in October of 1996. A developer had proposed to transform the property known as the 22 acres into 112 high-density housing units. This has since become Aeronca, Luscombe and Mooney of course and the taxiways are called Musketeer, Bellanca, and Bonanza.

These twenty-two acres were originally part of a larger proposal for a residential airpark attached to Independence State Airport. In fact, it was to have been Phase 3 of a three-phase proposal that was initially approved in 1976. Phase 3 was never formally subdivided however, and these developers seemed to think that any kind of housing could be plopped down here.

At the end of the summer of 1996 the rumors started flying about the higher density 112-unit development proposal, and the Independence Airpark residents were literally in a state of panic. The neighborhood had a meeting, a committee was formed, and Harry Malette and I became the co-chairs of the

effort to fight the proposed development. Little did Harry and I know that almost every spare minute we had that next year and a half would be consumed with this struggle.

The Evil Developer was messing with the fundamental right of every American to monkey around with airplanes! It was a great struggle. Harry and I complimented each other well, and neither of us could do what the other did. What a great partnership it was! Harry and I would strategize for hours over gallons of coffee. Who has this information? How can we plug this hole? I love to write and would crank out reams of arguments. Harry loved to schmooze and he and Joan wined and dined the developers and got them to see their way clear to accepting a fifty lot solution. Eventually we got the City of Independence to re-zone not only this land but the whole airpark to RSA: residential, single-family, airpark.

Thank you, Harry Malette. With Memorial Day coming up soon, we often remember soldiers who fought together in war; but I will remember you, my good and dear friend, for the battle we fought together for over a year and a half here in Independence. You'll always be a part of my memory of the struggle in 1996-97 to save a dream and make Independence Airpark into what it is today.

Mike Pongracz, Former co-chair of ICAN

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

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

Aircraft Hangar Space - 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

PRICE REDUCED: FLIGHTSTAR II SC / HKS: Registered E-LSA, N432PM. TT: 160. Great flyer, burns 2.5 gph! \$18,500. Call Mike Pongracz at (503) 606-9767

PRICE REDUCED: IMMACULATE RANS S4/5. Built by Ivan Clede. Not an E-LSA and will have to be registered as a straight experimental. Only \$6000. 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

FOR SALE - 1993 Spacewalker II (need room for the RV-12). 550 hours TT & SMOH on Lyc. O-235-C1. Lots of goodies: new Sky-Tek lightweight starter, EGT, Lowrance 100 GPS, Microair xcvr, Mode C xpndr. New annual June '09. Asking \$24,300. Dave Martin 503/838-2131.

THIS MONTH'S MEETING
Saturday, June 13, 10 a.m.
Program: "Upholstery for Dummies"
by Karen Iparraguire of Airsflair

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Willamette Valley Chapter 292
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