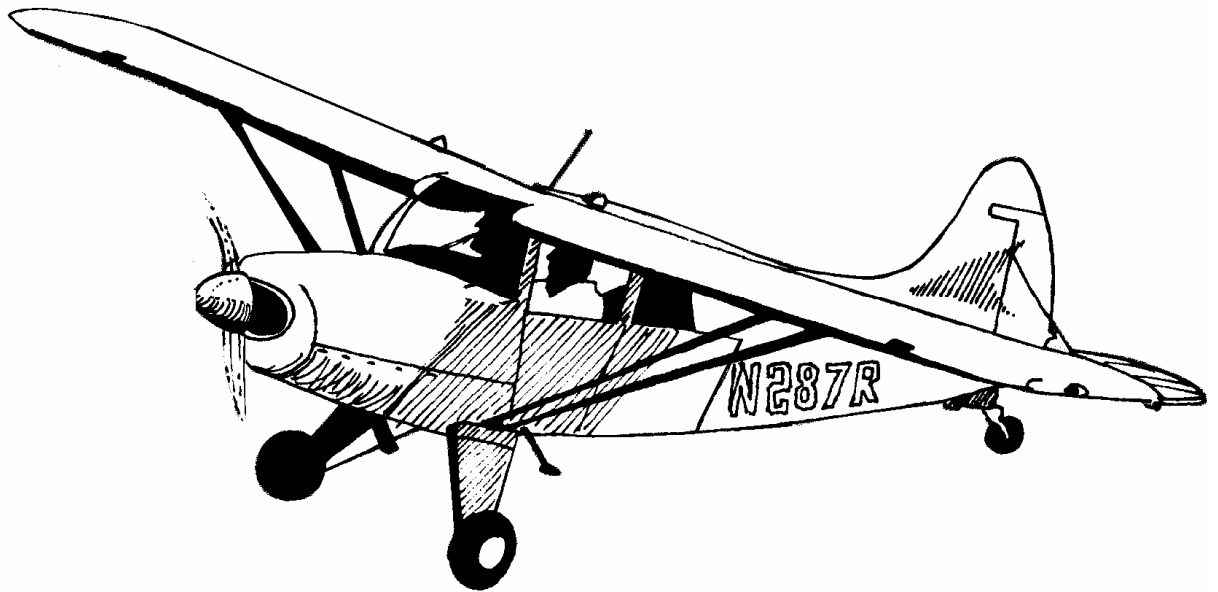


The Taledragger



November 2005
The Monthly Newsletter of
Chapter 292 of the Experimental Aircraft Association
Serving the Willamette Valley at Independence State Airport, Oregon

Visit our website at <http://www.eaa292.org>. It is updated regularly by our webmaster, Karen Brown, and it's your big chance to see all the photos in this issue in color!

The President's Corner

Lost: The last 10 months of this year. If anyone knows what happened to them and how they got by so quickly, please let me know. If you can believe it, there are only a few more than 50 days left until Christmas. *Wow!*

At the last general meeting, our nominating committee provided the names of those stalwart individuals willing to serve as chapter officers for the next year. On November 12 we will vote on those candidates and elect our new officers for 2006. The nominations are still open. If you are interested in participating or know some one who is interested, please step forward before the close of nominations on the 12th. We have the ability in our chapter to be very active in many different arenas, and making it happen takes commitment from all. So please give careful consideration to helping out with the executive committee as well as the chapter as a whole by joining the executive team and making a difference.

Just a reminder: We will have an Avid Magnum in our house as a fabric-covering class led by Ernie Moreno. We will start on Friday November 11 and finish around Wednesday the 16th. As Ernie works nights, he will provide guidance during the day. On Saturday, we will continue covering with Ernie immediately following the general meeting. Plan to be part of a complete covering project from bare bones all the way to silver so if such a project interests you, come on down and join the fun. We will not validate parking but we can certainly verify with your spouse you were there!

We now own a new mower for cutting the acreage at 7S5—if we can get away from Mike. I put in a couple of laps around the field with it and it cuts great. I have been assured that all who operate it will have their chance to ground loop this little jewel.. If Mike returns from a trip by the 12th, I will ask him to bring it so all may see what our money has bought. I do encourage every one to sign up for training to help keep 7S5 looking so wonderful.

I am now in possession of a very nice leather flight jacket supplied by our national EAA. It is our intention to raffle it off at our chapter banquet in December. To get your name in the drawing you must have your membership renewed and be present at the time of the drawing. We will hold the drawing in the latter portion of the gathering so everyone will have an opportunity to re-register. I will have the jacket at the November meeting for all to see.

I'll see you all on the 12th.

Al Cleveland

CALENDAR OF EVENTS

EVERY SUNDAY
NOVEMBER 12TH
NOVEMBER 12TH
DECEMBER 3RD

THE INDEPENDENCE FLYER BUILDERS GROUP
EXECUTIVE COMMITTEE MEETING
GENERAL MEETING--ELECTIONS
ANNUAL BANQUET

CHAPTER HANGAR, AROUND NOON-ISH
CHAPTER HANGAR, 8:30 AM
CHAPTER HANGAR, 10:00 AM
CHAPTER HANGAR, NOON

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 (c) (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 \$48/year for 2005 and are prorated on a \$4/month basis for those who join mid-year. For more information both on National and Chapter 292 memberships, please call the Chapter Secretary, Mike Pongracz at (503) 606-9767.

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 Saturday of each month at 9 A.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.

2005 Chapter Officers

PRESIDENT:	Al Cleveland	amclelland@msn.com	(503) 838-9929
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SECRETARY/ TREASURER:	Mike Pongracz	Pongracz@ashcreekwireless.com	(503) 606-9767
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ASSISTANT HANGAR MANAGER:	Jerry Medlock	medlockj@teleport.com	(503) 838-2902
TECHNICAL COUNSELOR & FLIGHT ADVISOR:	Ernie Moreno	ewmoreno@worldnet.att.net	(503) 838-6878
TECHNICAL COUNSELOR (METAL):	George Geneviro	georgegeneviro@cs.com	(503)363-5032
YOUNG EAGLES COORDINATOR:	Karen Brown	ea292@ashcreekwireless.com	(503) 838-4146
SPECIAL PROJECTS COORDINATOR:	Dale Finberg	dalefinberg@aol.com	(503) 364-7010

A Nieuport Adventure, Part 1 By Tom Kuhlman.....

I arrived at the Salt Lake City International Airport at about 7 a.m. on September 19 for an 8 o'clock departure for Portland. Checking in for the jump seat as usual, I had about a half hour to wait for boarding, just ahead of the passengers so that I would have time to go over the flight release, check the maintenance logs, and the flight crew's certificates. As I was waiting for the crew I checked to make sure that I had the necessary Sectional charts, GPS and



extra batteries I would need for the flight home in Nieuport No. 12. I brought a motorcycle helmet, snowmobile coat, neck warmer and ski gloves. That was a lot of extra stuff to take on as carry-on baggage. I had to wear business attire to ride the jump seat and do a line check on the crew of the Delta B-737-800 en route to PDX. As an air carrier inspector, I generally travel that way since there are so few of us and so many airline crews to observe.

The crew arrived and we took care of the normal formalities in preparation for departure. The airplane was full but the huge engines on the B-737-800 set the airplane at a 17-degree deck angle and a 4000-fpm initial rate of climb. I was wondering what rate of climb I would be getting out of the Nieuport. As we flew northwest, I paid particular attention to the terrain over which I would be piloting my tiny Nieuport at the end of the week. One gets a kind of warped perspective of time and space from Flight Level 380 at a speed of 450 knots. I remember looking down on the Blue Mountains of eastern Oregon and noting that they did not appear to be exceptionally high. My route of flight would keep me below 6000 feet MSL, and I could see about a third of the route out the window at any one time.

There is at least an hour of flight at cruise altitude on a flight of one hour and 30 minutes from Salt Lake to Portland. During that time, conversation usually turns to getting to know who the crew is, what their experience is, what they had flown in the past, and what they liked to fly the best. Most airline pilots think of flying the Boeing jets as a job and admit that fun flying is in smaller aircraft. When I told the flight crew of my upcoming adventure in an airplane that was originally designed about 10 years after the invention of the airplane, they were extremely interested and had to see the pictures and learn about the EAAers who took on the project of building 14 of these beautiful little airplanes. It was somewhat painful to have to admit that I was just an outsider going to buy one instead of being a builder.

The Boeing jet started its letdown about 150 miles east of Portland, so I got a good look at the Columbia Gorge I would be flying through on Friday as we passed over it at less than 18,000 feet MSL. I noted several airports I could use on my way east and that the gorge was at least a mile wide. I could see steam coming out of the top of Mt. St. Helens as we lined up on final at PDX.

The drive to Independence seemed to go by fast, and before I knew it I was parking in front of the EAA hangar at Independence Airport. I had called Mike Pongracz from Portland, and he said that he and his wife were going on a 10-mile walk that morning, so he would be out at the hangar about 11 o'clock. It was only about 10:30, so I opened the big doors on the runway side of the building and pushed the airplane out into the sun to preflight it. After looking the airplane over, I decided it would be appropriate to put some fuel in the tank as the indicator wire was down on top of the filler cap. I started the airplane and taxied over to the pumps. It taxied similar to all the other taildraggers I had flown and was quite comfortable to sit in. I fueled the airplane and noticed right away, as the gas ran on to the ground and all over the airplane in front of the wind shield, that fueling was going to be a slow process.

I got in the airplane again with the intention of taxiing over to the hangar again, but when I didn't see Mike, I decided to make a couple of taxi runs down the runway just to see how she handled at a fast taxi and acceleration and deceleration. There were no surprises as I kept the tail on the ground during that exercise. Since she was behaving herself nicely, I decided to take off for a trip around the pattern. What a surprise I had when I let the tail off! She immediately headed for the right edge of the runway. I had enough airspeed to fly so I lifted off and started an immediate left bank to stay away from the runway lights. I had met with Mike and Al Cleveland the week before when I was in Independence to close the sale of the airplane. Al said that on takeoff I would do best to keep the stick full back and let the airplane accelerate before adding more power, and then let the tail fly naturally as I increased the power for takeoff. Well, I over-controlled initially and ended up on the right side of the runway.

After she was in the air, she was as stable as a rock, and I departed the pattern to the north and climbed to about 2200 MSL. I tried some steep turns and a couple of stalls, and the airplane responded positively. The stalls were gentle forward pitches with an easy recovery--no surprises.

I flew around for about half an hour before getting up enough nerve to attempt a landing...being a little apprehensive after that takeoff. I entered base to final over the ponds and approached the runway at 60 indicate as I had been told. Coming across the fence at about 55 with about 2000 rpm, I started a gentle flare for a three-point landing. As the airplane started to sink quite fast, I adjusted the angle of attack and arrested the sink. I reduced the power and added pitch until she settled nicely onto the pavement.

I taxied back for another takeoff and tried to remember the advice received the week before. Throttle about half way, let her accelerate to about 30, increase power and let the tail come up, over to the side again, lift the nose and fly. The landings were gentle but the takeoffs were violent for the next few. I kept the tail on the

ground longer and longer, and the takeoffs began to be less terrifying. After about 10 I began to feel a little more confident and started to do touch-and-goes. There were still a few exciting takeoffs, but most were under control. At the end of the day, I had over 5 hours in the airplane and about 50 takeoffs and landings. I was ready to fly her home.

Three days in Seattle attending an FAA course and a 3-hour drive back to Independence on Thursday night and I was eagerly anticipating the flight home to Salt Lake City.

See the conclusion of "Nieuport Adventure" in next month's Taledragger.

Executive Committee Meeting

EAA Chapter 292: October 8, 2005

- 1. Attendance: (9)** Dave Martin, Bob Schwarzler, Andy Anderson, Roger Vasend, Dale Finberg, Bob Brown, Al Cleveland, Karen Brown, Zell Giles.
- 2. Hangar Manager's Report:** Insulating the hangar doors: foil faced foam quote R13 2" @ \$14 -10% for quantity. Fifteen sheets for one door would be 30 for door in north hangar and south hangar. Glue and tape as well. The consensus was to do both and \$420 + adhesives was approved. \$840 to Hopkins heating for installation of heater in south hangar approved.
- 3. Treasurer's Report:** The current heck register is at \$4,131.42.
- 4. Water Line and Development to the West of 7S5:** New plan has been signed off by fire commissioner. City of Independence will sign off if area is annexed. Bids for trench will go out when this is accomplished. John Horn from homeowners (IAHA) had meeting with Bob Hidley at the Department of Aviation. Hidley does not intend to bill the homeowners for the fire suppression system. Measure 37 grass fields to west are four separate parcels currently for sale. They cannot go to housing annex without direct proximity to city. If south end of the airport is annexed these fields will be adjacent and this action may enhance development of that area. The parcels are currently zoned exclusive farm use (EFU).
- 5. Trash Collection:** Give Brandt's a call about cost of trash service. Dave will do that.
- 6. Membership Drive:** Bob B. has two new members, EAA is sending us one leather coat, we have asked about buying another, and may be able to get it. All who pay dues by banquet (December 3) are in drawing for the coat.
- 7. 2006 Chapter Officers:** Bob Brown was nominated for President and Jerry Pryce for Vice-President. The rest of the slate remains unchanged.
- 8. Oshkosh Wall of Fame:** Andy shared the video tape of the induction of Ed Rouleau to wall of fame at Oshkosh. He suggests nominating Buz Buswell for next year. Cost is \$350, and all was donated for Rouleau. It was suggested that we post a library catalog of videos available. For that matter, our entire library collection needs to be catalogued. Can someone take on this project?
- 9. Mowing at 7S5:** Proposal to buy a tractor to mow the airport lawn: state has agreed to rewrite the contract for four years (their maximum contract period)—change wording to four or five times per year at \$4,850 per year, but our job will entail keeping it neat. Mike Pongracz offered to purchase the tractor, we will pay him \$2,200/year, insurance \$165/year, plus fuel and maintenance. Perhaps the chapter can buy it directly rather than Mike. \$9,350 is the contract price. Approved and referred to general membership.
- 10. Spanish Trail Flight:** Report by Andy. 17 airplane and 9 cars. From RV6 to Taylorcraft. Page to Las Vegas to Lancaster to train depot in LA. Tour of NASA at Dryden Research works.

Respectfully submitted,
Mike Pongracz, Chapter Secretary

General Membership Meeting

EAA Chapter 292: October 8, 2005

- 1. Attendance:** 23 members and visitors in attendance. New resident building RV-9. Charley Tracy, an EAA member for 3 years, now in area where there is chapter, is building replica of a Church Racer charlestracy2635@yahoo.com email an application, put on distribution list for next month. Scott Cousins is from UFO at Portland and bought a duplex near to the airpark, lm1x@comcast.net email an application, put on distribution list for next month. He currently has a hangar in Scappoose and a Quicksilver.
- 2. Today's Program:** Presentation today will be Henry Bartle on composite materials. Video Tape of Ed Rouleau's induction to Wall of Fame in Oshkosh.
- 3. Treasurer's Report:** Checking account stands at \$4,131. The biggest expenditure this month is heater installation in north hangar, plus foam board to insulate both north and south hangar doors. Bill for \$2,200 payment from Department of Aviation for grass mowing submitted for payment.
- 4. Hangar Manager's Report:** donated furnace installed by contractor—ran gas line, hung furnace, tested, ran great.
- 5. Project Update:** Hornet engine break-in—three hour regimen last week. Broke a sheet metal bracket that needs to be repaired, fuel vent leak needs to be addressed. Needs brakes: get an ultralight-style master cylinder, put wings on it, and it will be ready to fly. Legal Eagle wing control surfaces taped after repairs were completed on the aileron control horns. Indy Flyer has no recent progress.

6. Young Eagles: 70 registrations, 10 pilots, over 40 flights. Fall program went well! Karen suggests that underage kids and repeat flyers get back seat rides, reserve front seat for new, of-age Young Eagles.

7. Tool Crib: Bob Brown reported on the 'new' cabinets donated by Henry Bartle, Bob will set them secured with locks. Check out procedures will entail training on use of tool, clear understanding of our expectation to return the tool in same condition it was checked out, return to same person it was checked out by. List will be on-line of tools available. Several people are willing to loan tools to individuals, but don't want to donate to chapter. Keep list for members to call owner to arrange private loan. Get a want list for certain things: magneto timer, shear, brake, etc. Al suggests we all keep our eye out for 4' shear, 4-6' brake.

8. Video on induction of Ed to Memorial Wall at Oshkosh: Icon of our chapter, treasurer for many years, Ed built hangar doors on north and south hangars, put up the flagpole at the restaurant, and worked on the Gypsy project from start to finish. Andy suggests we nominate Myron 'Buz' Buswell, instrumental in helping establish EAA, and one of the first homebuilders in this part of Oregon. He had numerous suggestions about building the Nieuports based on personal experience flying old unstable aircraft.

9. Mowing contract: The Department of Aviation currently loans us a tractor to mow airport from the 'B' pool. It takes us about five days, three times per year to accomplish this task. Mike, Bob S., Dale Finberg, Al Cleveland did most of the mowing this year. We have begun to investigate purchasing better equipment, and ODA has agreed to a four year contract with a higher fee: \$4650/year with inspections and stipulations. About 1/3 of our revenue comes from mowing. Kubota professional mower cost is \$9,350 total, which Mike Pongracz agreed to finance for us. EAA National would cover umbrella policy liability for us mowing this airport. Fire-theft insurance would be about \$165/year. Karen moves to acquire a mower for field maintenance on condition of higher ODA mowing rate. Seconded, passed. Bob S. moves we purchase it as a chapter from Rickreall farm supply. Seconded, passed. [On October 19, 2005 I executed a \$0 down, 0% interest, 36-month contract with Rickreall Farm Supply for the mower on behalf of the chapter. Payments are \$260.33 per month for 36 months. We are already in the process of cutting the grass with the new machine to keep the higher grass under control. Finally, the grass is actually being cut instead of being beaten into submission!]

10. Report on Old Spanish Trail flight: From Santa Fe to Los Angeles. Next year: Chisholm Trail. Trail flights started by Gordon Clappison suggestion on way home from Oshkosh several years ago to fly Oregon Trail from Independence, MO to Independence, OR. 40 planes participated.

11. Report from the Nominating Committee: Bob Schwarzler reported that the slate for 2006 Chapter Officers is as follows: President: Bob Brown, Vice-President Jerry Pryce, Secretary/Treasurer Mike Pongracz, Webmaster Karen Brown, Young Eagles Coordinator Karen Brown, Member-at-large Dale Finberg, Mowing Coordinator Bob Schwarzler, Hangar Manager Roger Vasend, Assistant Hangar Manager Dave Smith. Nominations will remain open until election next meeting. Bob Brown mentioned that anyone who has built and flown a homebuilt can be a Technical Counselor. He would like to see other members apply to EAA national to be a technical counselor assigned to our chapter.

12. Presentation by Henry Bartle about composites. 11:30

Respectfully submitted,
Mike Pongracz, Chapter Secretary

Old Business: This matter will be voted on November 12th

We failed to act on this issue referred to the General Membership from the September Executive Meeting:

"It was proposed to have a two-tier dues schedule: \$48/ year for those who take the hard copy of *The Taledragger*, and \$36 for those who do the email only version. We currently have email addresses for all but 14 members, but we still are printing and mailing (or hand-delivering to those on the field) to many who could be getting just an electronic version. After considerable discussion it was agreed that an incentive fee schedule should help correct this. The motion was unanimously approved by the board and will be referred to the general membership for a vote on October 8th."

The December issue of *The Taledragger* will be out in less than two weeks in preparation for the Annual Banquet. It will include the Dues Renewal Form and the 2005 Annual Report.

CLASSIFIED ADS

LYCOMING ENGINES & PARTS: Harry Malette (800) 831-6513

LIGHTWEIGHT HARTZELL PROPELLER, WITH GOVERNOR AND SPINNER: For 150/160 hp Lycoming. Model HC-E2YL113F. \$4,000.00. Call Harry at (503) 606-2923 or (503) 551-9163.

PROTECH PT2: Side by side taildragger, Lycoming O-235. 1999 plane with 290 TT and 460 SMOH. Wings fold (trailer included) 95 mph cruise, 40 mph stall, take off and land in about 300'. This is a real airplane with a real airplane engine for less than the price of a basic kit. It is not LSA eligible. Empty weight is 950 and max gross is 1550. \$22,500. Call Wayne Jacobson (541) 300-6269 or email at: wayne97058@yahoo.com

MAGAZINE COLLECTION: I will be moving to smaller quarters and cannot take these with me: *Sport Aviation* ('74 to '05), *Experimenter* ('89 to '05) (1 year missing), *Kit Planes* ('85 to '02). The other magazines are mostly '60s & '70s 68 issues of *Air Progress*, 60 issues of *Sport Flying*, 54 issues of *Air Classics*, 10 issues of *Popular Rotorcraft* and a few other odd aviation magazines. First 3 categories are in excellent condition, the rest are in very good condition. There are well over 850 issues in this collection. I would like

\$400 for the collection. Will consider offers and trades. Marv Foster (503) 559-0726 or Cammy302@aol.com

1982 Ford Mustang engine. Has Lycoming hub and magneto. \$900. Phone Curt Baker, 503/364-4535

RV-6A N613LE FOR SALE. Completed in March of 2002. Lycoming O 360 180 hp. Total time (airframe and engine) 132 hours.



Sensenich fixed-pitch metal pro, Garmin 295 Color GPS
Apollo SL 40 com, Apollo SL 70 Mode C transponder
Asking \$75,000. Hangar PLS B-6 at Troutdale (KTTD)
Contact Brian Moentenich (503) 808-4266 (work) (503) 666-7518 (home)

PROGRAM NOTES:

**ELECTION OF OFFICERS
FOR 2006
PLUS
A FABRIC COVERING SEMINAR
ON AN AVID MAGNUM**

**NOVEMBER 12TH, 10 A.M.
CHAPTER HANGAR**



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