

President's message

Greetings all, as we close out 2016 it is time to look forward and prepare for 2017. Your board of Directors are already hard at work focusing on several priorities. They are:

- Revisit and update (if necessary) our chapter bylaws Mike and I are looking for a third to take on this task if anyone would care to join in.
 - Mike Kelley
 - Al Cleveland
 - ????
- Hangar management reorganization, Staffed by:
 - Facilities maintenance Mike Short
 - Equipment check out Bob Schwarzler
 - Equipment maintenance Vince Homer
 - General Brian McGlynn
 - Project Coordinator Ernie Moreno and ??????Further details on the reorganization are being worked out and will be posted shortly.
- Hangar construction committee:
 - Mike Short
 - Al Cleveland
 - Bob Schwarzler
 - Ernie Moreno

This committee is working with Henry Bartle to coordinate the construction to coincide with Henry's build on the north end by his existing hanger.

- Public Relations:
 - Dave Ullman
 - ?????
 - ?????Dave expressed an interest in developing this new position to further enhance our relations with the community.
 - Membership:
 - ?????
 - ?????
 - Also a new position we hope to put in place to better serve the chapter membership. If you are interested in such a position and would like to help in development please let me know.
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EAA 292 Board Meeting

November 29, 2016

Attendees: Dave Ullman, Gary McCormick, Bob Schwartzler, John Horn, Mike Kelly, Dave Wright,

Bill McLagan, Ernie Moreno, Debbie Origer, Al Cleveland, Jim Hubele,

Dave Ullman called the meeting to order at 7:01

Treasurer's Report – see attached

Finance Committee presented budget. Ernie moved to accept budget, Bob seconded. Motion carried

Committee recommends the following:

North hangar rent increase \$3600 from \$3000

Hangar meeting room rental \$40/meeting

Fly-in registration \$5

Discussion -

Fly-in needs to discuss \$5 fee

Motion to increase non-EAA meeting fee in EAA hangar to \$35 by Marcia, John

Horn seconded. Motion carried

Hangar expansion – city has plans. Ground breaking expected in March, concrete poured in May

Pepsi machine – remove or fix. Subject tabled until 2017

Dues – **Motion by Al Cleveland to charge members yearly dues \$30 by cash or check/\$31 Paypal. Each year after March 1 dues is \$35 cash or check/\$36 Paypal. Marcia seconded, Motion Carried**

Application for Advanced Air Academy grant application process proposed. Dave moved to accept process, Gary seconded, motion carried

EAA has connected with superintendents at Central and Dallas High Schools

December Meeting – Yuri making presentation of Air Academy, awards for volunteer will be given,

701 builders will be introduced announcement that Rodrigo soloed

Respectfully submitted,

Marcia Noell

Vice President EAA 292

Treasurer's Report

Beginning Balance:	\$47,575.76
+ Income	10,839.74
Expenses	1,100.42
Ending Balance	\$57,315.08

Account Balances

General	\$17,131.21
Building	6,677.11
Education	9,179.64
B-17.....	4,592.40
Simulator	4,150.00
Hangar Expansion.....	15,584.72

EAB Accidents Down – by Curt Anderson

Robin Reid recently received a letter from the FAA pointing out that fatal accidents have declined 17% for the 12-month period ending September 2016 compared to a year earlier. Fatal accidents for the most recent period were 33 versus 40 for the year ending September 2015 and 51 for the similar period ending 2014. The FAA credited the decrease on the recent approval of an additional safety pilot during initial flight testing and a new focus on pilot transition and recurrent training.

Robin has been advocating the additional safety pilot over solo-only flight during the beginning of the 40-hour testing phase. For those of you that are unfamiliar with the additional safety pilot protocol, check out A/C 90-116

https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-116.pdf

Last February I was ready for first flights in my RV-12. Admittedly, the RV-12 is one of the least “experimental” of all EXPERIMENTALS. I went through the documentation process for the “Qualified Pilot” according to the A/C. I typed up an orderly table that is printed and attached into my log book. If anyone is interested in to having to reproduce the tables, give me a call, they are in Word format.

My test flights were easy, Robin got me through my jitters and he had me completing the test cards and comfortable with the landings. He finally released me to safely operate the plane. When he got out I was comfortable with the plane and my ability to control it. I am glad that I had someone experienced in the plane along with me. It reduced my anxiety level in those first flight. If you have a first-flight in the future for you homebuilt aircraft, I strongly urge you to check out the A/C and have that “Qualified Pilot” on board where possible.

Youth Activities Program (YAP)-Debbie Origer, Director

A clean sheet of paper is both exciting and daunting. The new calendar is hung on the wall and already, things are starting to get listed. January, 2017, is going to be the kick off month for an exciting and wonderful new year. Here are some of the things on the list already...

Young Eagles Rally –

The Yerians are no dummies and they are basking on the warmth and wonderfulness of Arizona. Judy, however, is no slacker and is starting the planning effort for the two Young Eagle Rallies she honchoes every year. For those new to our chapter, Judy is a dynamo and simply radiates energy as she brings the Rallies together. She has developed a through system involving upwards of 40 volunteers and as many planes and pilots as she can corner. John Horn has always been the pilot organizer guy and Judy covers all the ground stuff. This year, the two events will be held in June and

September, generally, the second Saturday of the month. If you want to be part of this exciting and rewarding process, where upwards of 70 Young Eagles get an introduction to sport aviation, all you need to do is complete the Youth Protection Program training through our EAA National organization. Send your certificate to Judy for enshrinement in the sacred file cabinet. Judy will then find a spot for you to work as our new Young Eagles process through the experience. If you want to participate in the 2017 Rallies, have any questions or comments; drop an e-mail to our hard working ring master at judyphx99@outlook.com. [As soon as the dates are frozen, we will get them into the Chapter activity calendar.](#)

Teen Aviation Weekend – Mike Ryer has scheduled two Teen Aviation Weekends, one in February and the other in October. The two day event takes a bunch of dedicated aviators and mentors to squire the workshop participants through navigation, aviation weather, the forces and physics of flight. Each of the hour long presentations gives the participants a look into the scope and detail of what flying and aerospace is all about. If you are interested in the February soiree, tentatively scheduled for Saturday and Sunday, February 11 and 12, 2017, presentations already exist in PowerPoint. You can select a topic you'd like to share and tailor the presentation to meet your style. Several folks do standing presentations, like Zel Giles and the Delta Dart Build and Pete Melin and his presentation of radio controlled aircraft. This year, we will be placing some additional emphasis on un-manned aerial systems to help our youth explore this exciting and growing professional technology. If this sounds like something you'd like to get involved in, contact Mike Ryer at 503.364.3619 or e-mail at starkandryer@outlook.com to sign up.

Teen Build – Bill McLagan has taken the reins on directing the Teen Build for 2017. He has two projects underway: completing the Kolb Mark III; and, building the Zenith 701. McLagan has recruited a group of talented mentors who work with the youth as they learn about the tools and techniques required to build an airplane. McLagan also provides experience in project management, quality control, team building and a number of technologies used in managing the build of an airplane. All the mentors and new teen builders go through an induction and indoctrination process. They begin with a review of shop safety and the manufacturing techniques being applied to their respective project. In addition to building an airplane, field trips will be taken to expand exposure to the aviation and aerospace resources within the Willamette valley. If this is of interest to you, or a teenager between the ages of 13 and high school senior, come and check out this operation every Saturday at the EAA Center, between the hours of 9 AM and 3 PM. You can also contact McLagan at wdmac50@juno.com.

Teen Tent - The Teen Tent will be active this summer at the fly-in. We bring out two pedal planes for the four and under crowd and they pedal all over their little portion of the ramp. During the fly-in, the Teen Tent hands out information about the Chapter's

youth programs and distributed free balsa gliders to all comers. This year, the 2017 season, the Teen tent will manage the sound system during the fly-in and handle any and all announcements. If you want to be part of the Teen Tent, contact Adele Stark at starkandryer@outlook.com.

Youth Scholarships – Scholarships will be provided during 2017. The chapter has improved and refined its application program. The next scholarship award will be to the 2017 Advanced Air Academy at AirVenture 2017. Applications must be completed and in the review committee hands no later than January 14, 2017. This is an all-expense paid trip to the event at Oshkosh and is worth about \$2500! If you know of a young person who can benefit from this great experience, have them fill out the scholarship application and submit it to the administrator of the program, Mike Ryer (349 Khyber Court SE, Salem, 97306, or, e-mail at starkandryer@outlook.com) before the cut-off date.

Finally... If you are interested in participating in the YAP, contact Debbie Origer, Director of Youth Activities Program, at origer3123@comcast.net or attend the committee meeting on the evening of the third Tuesday of each month.

2017 Fly-In and Van's Homecoming – Debbie Origer has accepted the task of being the chairman of the 2017 fly-in committee and Mike Ryer has accepted the position of her Chief of Staff. They have developed a program, based on significant input from previous fly-in chairpersons (mainly Marcia Noell) and have identified no less than 25 action items to accomplish to make this a fun, safe and successful event. Origer and Ryer have managed to assign, or, get all but 7 of them covered by willing chapter volunteers (thank you, thank you, thank you). This year's fly-in will be held August 18, 19, and 20, 2017 at the Independence State Airport. As always, the Van's Homecoming will be a major part of the theme of the event. Long lead items (i.e., insurance, porta-potties, etc.) have already been placed in work and a number of challenges have been identified. Regular meetings are planned to begin in January and the meeting dates will be announced as soon as they are frozen. One of the big challenges facing the fly-in is dealing with any impacts the solar eclipse may bring when it happens on Monday, August 21, 2017, at about 9 AM, local time. The reason this is a challenge is the potential influx of visitors to the Salem/Monmouth/Independence/Dallas area, many of whom are not aviation oriented, but, some will be. The fly-in committee believes there may be a significant number of people flying to the fly-in, the eclipse or both. Our challenge will be to manage these folks and ensure they have a safe experience while not exposing the Chapter and the fly-in to any unnecessary risks. Watch the newsletter for more information as this great fly-in and Van's Homecoming comes together. Right now, we need seven folks to volunteer to be part of this great event. Here are the open jobs as it stands right now:

1. Fly-in Finance and Cash Management
2. Fly-in Camping Off the Airport (Camping is not allowed on the airport per ODA)
3. Meals and Food Service
4. Set Up of the Fly-In
5. Tear-Down after the Fly-In Ends
6. On-Site Vendor Management
7. Fly-In Site Security

Tech Tips – Ernie Moreno, as told by Mike Ryer

My overwhelming desire is to start each New Year in my log book with a 1-1-17 entry. In the good old days, when I flew my Pitts in Boulder, Colorado, some entries reflected a once around the pattern ride because it was so bloody cold. Here at 7S5, the weather has been a bit more gracious and benign. I am planning the ride as I write this. But, and there always is a “but,” I needed to work on the airplane first before the flight commemorating the grand New Year.

You see, I was looking the Rans over and discovered one of the curses of wheel pants, inability to really inspect the tire during pre-flight. It so happened I was on hands a knees looking at what I thought was a seeping brake, luckily not, and I noticed the tire tread on the left main gear was really wearing the outside edge. This is not unusual for my airplane. The mighty Rans has considerable camber when the gear is off the ground and in flight. Try as I do to gently return to the earth, the first part of the tire touching the ground on landing is the outside edge of each tire, assuming I manage to land level and not compensating for a crosswind. Well, there I was looking at a badly worn tire! Bummer, I was about to make Desser profitable again.

The new tire arrived and it was quickly installed. The other tire on the right gear was newer and in good condition. To even the tread wear, I rotated the tire so the inside edge was now on the outside and the old outside edge was on the inside. This allows even wear so I do not have to buy these things any more frequently than I need to. The challenge is to maintain the correct inflation pressure so the main face of the tire, once the airplane is on the ground, also wears evenly with the outer tread area.

So, the tech tip for the month, look at your tires and rotate as needed. It also gives you a chance to inspect the wheel bearings and the brake linings.

For Moreno and His Minions, Ryer, over and out...

Turning Left Base...An Editorial Comment by Michael Ryer

Am I my brother's keeper?

The code of the West, at least the code I remember John Wayne teaching me, was, "...well, pilgrim, keep your powder (and your humor) dry, your fences mended, wear a white hat so I know you are a good hombre and don't mistreat the little lady..."

I try and keep up with the trade journals and NASA stuff because I was a steely, blue eyed missile man and rocket scientist before I hung up my spurs and retired in the Pacific Northwest. I also read all the popular rags dealing with aviation and sport aviation in particular. I like to read about the folks building new planes and fooling around with electricity as a principle motive force. It's cool stuff, I tell 'ya. I also read about the challenges facing our avocation, particularly the dismal progress of pilot starts being turned into ratings for new sport and private pilots. To this end, I began exploring using my Rans S6S as a primary trainer and teaching people how to fly in it.

I cornered Deb Plymate and she and I have begun the process of converting me into a light sport flight instructor complete with all the privileges and responsibilities appertaining thereto. I admit, at this writing, I am just getting started with my reading homework and it is challenging and exciting. I cornered the FAA and found out I could use my experimental-amateur built airplane as a trainer, so long as I took no compensation for the time spent training. Lucky for me, direct operating costs like gas and tires can be shared with the student. I talked with my insurance carrier and they did not immediately start laughing, just suggested some ideas to minimize my costs and protect the airplane. All in all, it looks like a doable do.

Am I my brother's keeper?

I love talking to folks about aviation, building and flying my own airplane. I love describing the flight my bride and I took in my old Cessna 150 from Denver to Victoria, BC, and back with our bikes in the back. I love talking to middle schoolers participating in the AVID program in Salem and watching their eyes light up when I fire up my quad copter and they run for cover when they realize I am not the greatest pilot in very small spaces. Yet they come back and want to know more about airplanes and rockets and the stuff we do at 7S5.

Gideon Jones, a 90 something guy in Texas was a bomber pilot in WW II. Now he teaches people how to fly in a four-some of Cubs. Katie Pribyl and a band of crazies in Sedona, AZ, have started a flying club with a mighty Piper Warrior. They are teaching people how to fly as part of the AOPA You Can Fly program. High schools kids are crying for STEM and AOPA is breaking new ground to get the support it needs through specialization in aviation. Paul Dye, a guy with too many neat airplanes, is talking about

rivets and how to smash them. He shares how this is done as he hammers out a Xenos and writes in his magazine. He also asked me to write about how I made the changes to my S9 so this could be shared with others wanting to change their flying machine. Brian and Carol Carpenter extol the miracle of 3-D printing as they develop their electric powered airplane. A few pages further, UAS devices are discussed as life-saving vehicles. Yep, it's a pretty wild world out there.

I answer my earlier question by saying "Yes." My aviation brother today, is a young man learning to install pinked tape on a Kolb wing. A few months ago, it was a young lady getting oil under her fingernails as valve cover gaskets were installed on the airplane. A few weeks ago, a young man who once sat in my airplane trying to figure out coordinated turns, soloed a 152. In the actions I take and the words I write, I help someone unknown to me discover the joy and freedom of flight. Sure, sixty years ago, when I was a young man learning to fly, I traded sweat equity polishing a Cessna 140 for flight time. I traded afterschool work for entries in my log book. Today, though, the same sixty years later, young people are faced with a dramatically different world and different rules apply. Today, I am learning a new skill and hoping to apply my airplane to the task, of bringing new life and youth into our grey haired tong of old pilots.

Fly safe, low and slow...Ryer, over and out...

Classified Ads

Members' Ads - Items must be aviation related. Photo in .JPG format may be included. Send ad copy and attached photo to curtanderson@minetfiber.com

1979 182Q
TT 6599.5; SMOH 922.5; TBO 2,000 HRS
Prop & Governor SMOH 91 HRS
Original logs. Useful load 1,117 lbs.
Last Annual January 2016
\$67,000.00
Contact Rob @ 503-930-3084 or
Stella @ 503-689-7158

