
Presidents' Newsletter

July 8, 2017

Another month is passing, the ground has finally dried and we are all wondering what is going on in Renton Washington!! It seems our "kinder friendlier FAA" is having issues getting their act together. To give you a brief over view, on 3/1/2017 three notices of proposed construction (form 7460) were submitted to the FAA for Jennie and Dan's new hangar on the south end, our addition, and Henry and Arrow's new hangar on the North end. And just so you know, the intent of this form is to insure no structure exceeds the height restrictions imposed within the vicinity of the airport. We were comfortable the bureaucratic wheels were churning away on our submittals while the rains kept the ground to wet to work. Then we get word that an environmental study was attached to our requests due to the nesting habits of an indigenous bird called a horned lark that prefers to nest in grassy areas and has been seen in some Oregon airports. At first we were not too concerned for the EAA hanger since there was only concrete and rock in our build area, but we later learned all three requests were to undergo the study, and so more delay. We then received word around the end of May the requests were being approved and mailed. Now just two weeks ago we received word only the south build was approved but no paperwork could be found on our build or Henry's. After getting that word, Matt from ODA pulled his copy of our 7460 and electronically sent it to Renton for express priority processing. Now just two days ago I received work it is on a desk and will not be looked at until June 28th.

So I have to ask myself, did Renton not get the memo from D.C. about the new "Kinder, friendlier" FAA?? Has Chuck cleared out the offices to just a hand full of overwhelmed staff?? It's anyone's guess at this point. (Sorry if I am venting). I am calling ODA almost daily to keep the pressure on while Henry is working a contact in Renton and there is discussion about Kurt Schrader's office getting involved.

Enough about that!!

With the rain last weekend our young eagle's event was postponed to this Saturday June 24 at 8:30 to 11:00. Spring typically sees a larger turnout than our September gig and with the date change some of us are committed and cannot be there to help. Judy is still looking for more volunteers both ground and Pilots so if you can see yourself free for a few hours on Saturday please come down and lend a hand.

The Fly-in preparation continues to take shape, I was out of town for the last meeting so I have no updates to share at this time however there will be more about the fly-in at the July meeting.

The STOL event planning committee is also moving forward, again there will be more information at the July meeting about this as well.

Our guest speaker for July will be our very own Jerry Pryce discussing the pros and cons of corvair engines in aircraft. And I will have a first installment on working with sheet metal.

And who can forget.... Oshkosh!! July 24 thru July 30. This year is shaping up to be a truly exciting week at Airventure. For those who are attending travel save and enjoy.

Safe flying

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Youth Activities Program (YAP)-Debbie Origer, Director

First the Headlines...

Young Eagles Rally – Rescheduled and Rerun...Great time had by all...Next one In September, 2017.

Teen Aviation Weekend – We will have a quiet summer and then have our next one in October, 2017.

Teen Build – 701work finished for the summer...Work to resume in September...Nearly complete fuselage to be on display during Fly In.

Teen Tent – It will be up and running during the Fly-In.

Scholarships – You can apply at any time...Fill out form and submit.

Now, as Paul Harvey would have said, the rest of the story...

Young Eagles Rally - Judy Yerian had to postpone for two weeks due to rain. The rescheduled event will be run on the 24th of June, four days after the due date for the newsletter. Look for a complete write-up in the August Tail Dragger!

Teen Build –The teen build finished up for the summer with the build on the 24th of June. This year's build season started with eleven new middle and high school participants and, on any given Saturday, between five and seven were drilling holes, pulling rivets and making airplane parts. The results are a nearly complete 701 fuselage which will be on display during the Fly In. Work will resume the first full week in September. Our chapter mentors, under the guidance of Bill McLagan, helped teach the builders safety, tool use, reading blue prints and project management. When the work resumes in the fall, we will have a brief safety review for the continuing builders and introductory classes for new teen builders. The next real gate for the project is the

selection of an engine for the airplane. Once the engine is selected, we will begin a fund raising program, like a Christmas giving tree, to help defray the single biggest cost of the build. More on this later as we get closer to needing the engine. If you want to be a mentor, or know of a young person 13 to 18 who wants to build an airplane, contact McLagan at wdmac50@juno.com and get involved.

Teen Tent – There is no real change from the last report. The big deal is handling the PA system and making sure everyone is aware of the things to do at the fly in. The Teen Tent is an opportunity to middle and high school fly in attendees to meet our teen members and learn about opportunities in sport aviation provided by the chapter. If you want to be part of the Teen Tent, contact Adele Stark at starkandryer@outlook.com.

Youth Scholarships – Now is the time for interested young people to take advantage of the counseling available to work scholarships and grants. Debbie Kelley is a wizard on what it takes to get the paperwork done and sent in. Get in touch with Debbie and see what can be worked.

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 –

The Fly In is well along in its planning and preparation phase. We have the new T shirts and commemorative decals in stock and available for purchase. The shirts are \$15 (20 for 2X and 3X shirts) and the decals are \$5. Get 'em while their hot off the presses and you will be ready for Oshkosh or anywhere else your travels take you prior to the fly in. As always, we are looking for volunteers to help staff the positions needed to make this a successful event. Please check with Debbie Origer or Alan Cleveland to see where your skills and talents can be used for even an hour or two. There will be great forums to attend, food to eat, end of day social events to settle into, old and new friends to meet and lots of great airplanes to look at. Did we mention we even went so far as to schedule and eclipse to make this year's gathering extra special? If you have not registered, please do so, on the web site. Dave Ullman and the Moriarity's have worked hard with Judy Yerian and Donna Bartle to make the registration process quick and painless. This year we are working to collect a registration fee to help defray the added costs of the event infrastructure (porta potties, hand washing stations and so on). Make sure, if you need camping or a bed room, to get your spot reserved soon. They are going fast. The Matthews have really gotten some neat things for the Silent Auction and more donations are always welcome. At any rate, work continues and, if you want to help make 2017 a roaring success, contact Debbie Origer at origer3123@comcast.net or Mike Ryer at starkandryer@outlook.com. We still have a bunch of volunteer slots open and there is plenty to do before and during the fly in.

STOL Expo

TEAM STOL NEWS:

Hi all. As you may have heard, STOL EXPO 2017 is on for Sept 2nd... no looking back now. There are still several slots open for the 2 hour duration. This closed competition with 12 pro's and 12 purpose built aircraft will require 4 spotter/judges, 6 line monitors for staging area, parking and crowd control. We still need a videographer and a few other positions. Keep in mind this is a first for Oregon and our Chapter, and an awesome opportunity to be part of aviation history... "Clash of Titans"...-STOL WARS-... Come and join the fun up close and personal!

See you there,

The STOL Expo is developing into a really neat event for the first weekend in September. We will be having an invitation only short takeoff and landing competition between up to twelve highly skilled pilots flying truly unique, purpose built aircraft. There will be two categories of competition, airplanes which are experimental and those which are certified. We have been contacted by the folks from Just Aircraft and Carbon Cub and they are bringing their toys to the gathering. It should really be a fun thing to watch and be part of. I, for one, want to see someone leap off the ground in less than 100 feet and stop as quickly without standing the airplane on its nose! Permissions in principle, from the FAA, ODA and EAA, are in place for the event. Details are being worked out to make this a participant and spectator friendly experience. As always, we can use help to bring this whole thing together. The basic event is a one day experience, beginning Saturday morning and ending by 4 PM on Saturday afternoon. We will need some folks to help park the incoming airplanes and work as spotters for the takeoff and landing distances. We will need some folks to help with crowd control since we are planning to invite folks from the area to come and see this exciting form of precision flying. We are hoping to have some of the RC folks fly their giant scale aerobatic machines and we think we can get a hot air balloon to tether on the field. Add some Pepsi, popcorn and a hot dog and this will be a great gathering for all, pilots and spectators alike. If this sounds like something you'd like to be part of, as either a contestant or a helper, give us a holler and we'd be glad to have you help make this new flying activity a reality. Contact us at:

Rod Kerr
lofler@sbcglobal.net
530.417. 2639

Michael Ryer
starkandryer@outlook.com
503.364.3619

We have set up meetings to work the STOL Expo and they are every other Thursday at the EAA Center. The next meeting will be on June 29 at 6:30 PM. Stop by and see what we're up to and help us make this a great event. Here again are the planned posters, so, help us make this new experience a reality for the Chapter...



Remember, the dates are no longer just wishful thinking and let us know which poster you think we should use!

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

Flying a long cross country gives me time to really think about things. One winter, years ago, my wife, my son and I flew our old 172 to the mid-west for Christmas. We left Colorado at sunset on the 23rd and flew the remarkably silent skies into the night. Eastern Colorado and western Kansas rolled under the wings of the mighty Cessna and I made the requisite calls to Center for flight following. The hours crept by in the red lighted cockpit as the instruments whirred and the compass bobbed. It was a moonless night and I felt like I was alone in space as my passenger slumbered to the engine's drone. I thought about my trusting, sleeping wife and teen aged son in the back seat along with all the gaily wrapped presents in the baggage area. I thought about the requirements of navigation and keeping the OBS centered. I also thought about the freedom to do what I was doing and all the people who helped make this possible. I thought about old CFI's, guys spinning hangar stories, the fellow who showed me how to hop the 172 into flight by a hard yank on the flap handle. I remembered another night a number of years earlier. I had flown my old Stinson 108-3 on a similar mission to Chicago. The airplane had the long range tanks and could stay airborne for nearly seven hours. Our lone fuel stop in eastern Iowa was our only contact with the ground that long, cold night until we arrived in the Windy City. The cuddly, warm cockpit of the

old airplane again housed a sleeping wife and child and left me time to think about flying.

Smooth, six cylinder engines impart a unique calm to flights like these. They quietly grovel under their cowl as they convert hundred-octane into distance behind the tail light and rotating beacon. My thoughts, these nights, roamed to being a life-long student of aviation and the men and women who taught me about the avocation I was plying. I thought about how their willingness to share their skill and knowledge, with an occasionally brash and opinionated student of aviation, safely got me to the point of being able to make trips like this with some level of confidence and precision. I thought about the notion of aviation as being hundreds of hours of sometimes mundane, perfectly planned flying punctuated by moments of stark terror. Moments like the time an oil line I built failed in my Pitts as I was flying to an airshow in Steamboat Springs, Colorado. I nursed the smoking, damaged airplane to a safe landing on a winding Jeep road in the Rocky Mountains just east of the entrance to the Moffett rail road tunnel. After the roll out stopped among the ponderosa pines, I enjoyed the silence and being in one piece. I quietly thanked my aerobatic instructor, Bill Skipper, for saving my airplane and my butt with his unique training style. He was the guy who used to apply a rolled newspaper across the back of my young noggin when I screwed up a maneuver in the Citabria. Smack...and he'd yell, "...Always think about what you are doing...Don't just react..." after swatting me with the newsprint. He taught me to remain calm and collected under extreme situations. He also taught me to fly with precision in all attitudes and situations.

The years have flown by and summer is again upon us in Oregon. I am working on learning to be a certified flight instructor and helping build airplanes. I want to teach our Teen Builders to fly, to get off the ground under their own control. They might even be able to learn to fly in the airplane they built, who knows? I know I enjoyed the time I spent with one of our graduate teen builders, who recently aged out of the program. He is now working to become a professional pilot at a local university down the road. He wanted to know what it was like to really fly a taildragger so, I showed him. We went out and I let him taxi the mighty Rans-mobile. We even did a couple of takeoffs and landings. Yep, we used a fair amount of the width of the runway but I am able to re-use the airplane, so, things went well. I hope, one day, I will be one of the people he thinks of on a long, quiet cross country flight, late at night, as he chats with the Center as I did so many years ago, remembering how he started to learn to tame the wily taildragger.

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

The Taledragger

Newsletter of EAA 292

Independence, OR

Page 7 of 7

July 2017

Jim Wixon is looking for hangar space for his Long EZ (rent, lease, or purchase). If your hangar is being used to store non-aviation items he is willing to he will arrange storage for you.

Contact Jim at 971-237-4342

2009 SONEX N362DR • \$36,000 • **FOR SALE BY OWNER** • 2009 SONEX Aircraft built by Merle Reppert, a four time Sonex builder. The airframe/engine have 217 hours. Jabiru 3300 engine (33A411) with a Prince P-Tip prop. I will transfer the aircraft with a new annual. Always been hangered.. New tires/tubes last annual. 5 gallon aux fuel tank behind seat with a transfer pump and external fill. Tru Track 2-axis Auto-Pilot, GRT EIS, back-up analog tach, standard analog flight gages, ELT, Narco AT

150Transponder, ICOM A210 Radio, belly strobe and a Garmin 296 GPS. Contact:

Vince Homer, Independence, OR, 626-497-8735 • Contact [Vincent H. Homer](#), Owner -

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