
Presidents' Message

Greetings to all,

As we quickly slide into the month of February our members have resumed planning and building of their various projects. The South hangar is now fully occupied with various projects as we continue to organize the new lay out.

On a sad note, Bill Osborn passed away in his sleep the morning of January 12th. Bill could always be found helping out with various activities and events here at the chapter and also at Henry's hangar. Bill spoke often of his only trip to Oshkosh with Henry and Henson in the speed canards. Bill also held the distinction as the last of our WWII chapter members. It has been said repeatedly of Bill he was much like a "third hand", always there to help others when it was needed and I think he would like to be remembered as someone who was willing to be there for others. We are working on a Celebration of Life for Bill to be held at the chapter for those who wish to attend. Details forth coming.

The chapter now has six ongoing or developing programs at this time:

- 1). Young Eagles directed by Judy Yerian again plans for two events this year. The first in June and the second in September. This program provides youth between the ages of 8 and 17 years old an introduction to flying a small plane.
- 2). Youth Aviation under the dedicated direction of Debbie Origer has resumed the build process on the 701 and field trips to Puyallup N W Aviation Conference, and Boeing's Museum of flight. In addition, this program hosts a two day introduction into the world of aviation where local kids have an opportunity to learn more about flying in both the private and commercial realms of aviation.
- 3). The Kolb rebuild headed up by Mike Kelly and Greg Roble, is currently in the painting stage. Once that is completed assembly will begin on Thursday evenings.
- 4). Salem's B-17 aileron rebuild project headed up by Barbra Anderson is now in the South hangar ready to start the rebuild process.
- 5). Annual Wings over the Willamette Fly in which also included Vans RV fly in and this year the STOL event. Three days of action packed fun headed up this year by Dave Ullman. While this event's focus had been about an enjoyable event for pilots of all types, it is also a fund raiser for the chapter to aid with the various ongoing projects.
- 6). Plans for a flying club are still in the early organizational stages headed up by Marici and Robin Reid, myself, and Michael Ryer. Aimed at incorporating gliders, and light sport aircraft into a nonprofit LLC to offer the ability for kids and adults a more affordable access to basic stick and rudder skills. This would also give them a leg up on general aviation powered flight as well.

Volunteers for any of the above programs are always needed and most welcome, Do you have a skill to share or perhaps you want to learn or just hang out.....so just come on down, get involved, have some fun and help us have a successful 2018. There is an old axiom stating "there is nothing stronger or more dedicated than the heart of a volunteer". That volunteer is YOU!

Al C

President, EAA 292

Secretary's Note – The "Thank You" letters for donations to the chapter during the last quarter have gone out. The ones that were not picked up at the last meeting were mailed. Letters for earlier donations were distributed earlier in the year. If I missed you, or there is an error on your letter, get back to me and I will make the adjustment so that the documentation for your 2017 taxes is correct..

Curt Anderson, Chapter Secretary orpilot42@gmail.com

EAA 292 Executive Board Meeting Saturday, January 13, 2018

In attendance: Mike Kelly, Vice President; Bill McLagan, Treasurer; Curt Anderson, Secretary; Bob Schwarzler; Mike Short, David Ullman, Ernie Moreno, Debbie Origer, Mike Ryer

Secretary's Report - 168 Members. Curt has the donation letters for 2017. This letters that are not picked up at the meeting will be mailed. David brought up the airpark vs. chapter membership. Airpark residents represents about 50% of the Chapter membership.

Treasurer's Report –

Beginning Balance November 30, 2017	\$35,159.65
+ Income	2,469.59
- Expenses	<u>1,975.86</u>
Ending Balance December 31, 2017	<u>\$35,653.38</u>

Fund Balances:

General Fund	\$7,028.05	Aircraft Builders' Fund.....	\$5,792.16
Education Fund	\$13,790.07	B-17 Fund	\$4,592.40
Simulator Fund	\$4,450.00	Hangar Expansion Fund ..	\$-15,544.02

David will update the "thermometer" showing fund raising toward the hangar expansion.

Budget Committee

Follow-up on the planning session - effective today we are implementing some of the items of change... adding a safety officer, decrease the time for the business meeting (during the general membership meeting). Question? Should we separate the Young Eagle dates from the regular meeting dates? The national Young Eagles day is the 2nd Saturday in June. After discussion we will leave it as it is for now. Review after the June date. Mike will create an action-item list from the meeting... now, near future, eventually. Flying Club - the glider portion is progressing.

Hangar Expansion - Paint and lighting of the south end (old part) has been completed. Next is running the air lines from the compressor. Continued fund raising. People do not want to be continually hounded for money but will be updated on progress. Outstanding bills and credits. Honey Bucket wants a \$400 "event fee". Mike Ryer is looking in to that charge. Mike Short talked about the wall between the tool room and the meeting room. Income from the tenants should be in to the chapter by the end of the week. Lee Nielson will bring over at least one aileron from the B-17 next week. David will produce signs that will indicate the projects and contact person. These will be displayed near each project.

Form a committee to produce a budget for the Aircraft Builder's Fund. Ernie, Mike Ryer, and Mike Kelly

Youth Aviation - Debbie will ask her committee if they want to continue and for additional volunteers. Air Academy applications are coming in. Youth Committee will continue on the third Tuesday of each month. They are going to the NW Aviation Expo in Puyallup in February. They will also be doing a tour of the Boeing Museum of Flight. The Kolb is going through paint. The old engine from the Kolb is for sale. An offer on the engine Bill made a motion to accept the \$200 offer providing he also takes the ballistic parachute, Motion seconded by David. After discussions, the motion passed.

David talked about the Fly-In. He had a first meeting last Tuesday. T-Shirt Reorders will be coming soon. He is working on a budget. It will be ready by the February meeting.

A Celebration of Life for Bill Osborn will be scheduled. Bill was one of the last WWII veterans in the chapter. See below for an Interview Debbie Origer had with Bill two years ago.

Mike Kelly and Al went to Van's (Mitch Locke, president of Van's). Mitch wants to increase the presence from Van's at the Fly-In.

A museum is looking at the chapter doing a finish-up on the restoration of an American Cirrus. The center section needs to be rebuilt. The wings are not covered. This is a Standard Category aircraft. An I.A, would be needed to sign off the repairs.

Several items that have been removed from the hangar will be sold/donated.

Al has had difficulty coming up with communication with Polk CERT regarding a storage, and is continuing his research without benefit of Polk County or FEMA.

Mike Short wants to do a fund raising lunch to purchase two pancake grills. One idea is to have a simple hot dog lunch. Permission granted.

Meeting adjourned at 9:48

General Membership Meeting Called to order at 10:00

Secretary's Report – 168 members, most of which need to renew for 2018.

Treasurer's Report Balance is \$35,653.38. See above for details

Youth Aviation Debbie Origer put out a call for committee members for Youth Aviation David Ullman is the new Fly-In chair. The date is set for Friday-Sunday August 17-19. Forums are set for Saturday and the STOL Expo on Sunday. He needs help on Food and Silent Auction.

The board went through and extensive planning session last month. One item was that we did not deal with safety. Robin Reid volunteered for the position. Mike Short stepped in in Robins absence. Robin is also the FAA Safety Team member (FAAST). Robin will supply a monthly safety item (Robin's Corner). AC 90-65A dealing with pattern safety. Next month will offer Joe Mollahan from the Hillsboro FISDO on traffic patter safety as 7S5 and glider operations. The next meeting is Saturday February 10th. Robin is working on getting glider operations noted on the Sectional as well as a NOTAM.

We will look at the requirements for a defibrillator at the chapter hangar.

Guests - Lance from Dallas, Josh from Lebanon, Mike (FBO from Lebanon).

Grumman Fly-In - Mark Matthews talked about the Fly-In third weekend in June. They will have a planning meeting February 3rd.

Hangar Update - The south end of the hangar (old section) has gotten a new paint job and new LED lights. Most of the tenants have moved in. It looks great! The plan is to have a tool room separate from the meeting room. There is still a 15' x 13' build space available.

After the meeting today volunteers are needed to move a T-28 wing.

After February's meeting we will have a fund raising hot dog lunch. This is a fund raiser to purchase our own pancake griddles (2). The goal is to have enough funds after two or three lunches.

Builders' Reports - Bruce Patton reported that Europe has decided that their radios must be .33 MHz spacing. Therefore the old radios are showing up on eBay. If you need a radio, check it out. Dave Martin reported on his wood kayak. FMX-4,, DH-2,, RV-12

OPA long term planning meeting on January 24th meeting at the City Hall, 6:00 p.m.

Break at 10:00

Program - Tom and Tammy from EAA 105 from their Fly-Out for the Garden Valley (U88), Idaho for the Solar Eclipse.

Meeting adjourned at 11:45

Bill Osborn passed away on January 12th. The following was submitted by Debbie Origer who interview him in April, 2015

An Interview with Bill Osborn

As Bill Osborn describes himself, "I am 87 years old and sharp as a blunt tack and timely as a stopped watch." Visiting the EAA chapter building on a Saturday, one will find Bill actively observing and engaging with mentors and students who are building the Sonex. Bill's expertise as a mechanical engineer



on products as varied as aircraft jacks, bricks, and sewer pipe brings insight to building an airplane. All these projects required unique design criteria and people skills from the boardroom to tailgate meetings, field or factory.

His aeronautical experience began in Tucson, Arizona where his neighbor, Don, started a flying school. "I belly washed his airplanes for a flying ticket." Starting with a Cessna 120, Bill progressed to a Mooney Mark 20. Flying opportunities varied from high altitude Arizona primitive strips, which are hot, dirty, and hazardous due to cactus needles (a punctured tire resulting in a flat delayed his flight until another tire was flown in!) to the wet lowlands of Massachusetts.

The gifts Bill, besides his quiet confident presence, are basically interpreting engineering drawings and nomenclature. Nomenclature is the vernacular of engineering, starting with what is a ruler and how it is used to create parts. "The process is the same in the hangar, factory, and boardroom." "When the kids came to the project they didn't know how to use a ruler and now they are experts." He continues, "They understand what machines are applicable to making the part at hand." Bill has observed a tremendous increase in confidence in each of the students.

What has he gained? The satisfaction of watching a mind grow into understanding basic technology and the realization that they can do what is asked of them and how it becomes a part of the complete entity.

Would you be a mentor again? Without hesitation Bill responds, "Certainly."

Youth Activities Program (YAP)-Debbie Origer, Director

Budget submitted for 2018...Outreach is contacting young people all around the area...June Young Eagle Rally on the Calendar...Tour to NW Aviation Conference Set...Teen Build Looking for Engine and Instruments...Scholarship, Grants and Aid Available...Now the rest of the story...

Budget – The YAP budget has been approved by the committee and will be submitted to the Board of Directors for approval at the next Chapter meeting. This budget covers the expenses planned for the year's aggressive and exciting list of activities. Income is based on donations and the money earned through the Fly In. The past two years, the silent auction has yielded the necessary funds so the YAP can do the great things it is doing for young people in our community. Your generous gifts of time, talent, money and materials are greatly appreciated and help the YAP work to meet its vision and goals.

Outreach - The New Year is underway and a lot of things are happening in the YAP. We have an active community outreach program and we are developing a tri-fold hand out so folks will know what EAA 292 is all about, for both adults and young people. Virgil Royer, a new member, has developed the hand out and our Board will see it for comment and approval this month. Our outreach is also putting speakers into the Salem-Keizer school district in support of their Pro-Team (career awareness) and AVID (college and trade school preparation) programs. Since January 1, seven presentations have been made to the schools and Talmadge Middle School, in Independence, has begun an eight week, once a week class, covering an introduction to Sport Aviation. The Talmadge program will end with a field trip to our EAA Center by the fourteen participants.

Young Eagles Rally – Judy Yerian has set the date for the June 9, 2018 rally. She needs over forty ground volunteers and over twelve aircraft for fly the kids. Get ready for the inevitable invitations to participate. Judy knows this is a long time off, or so it seems, but time flies when you are having fun. Remember, these are the “gateway events” for bringing young people and their parents into the experience of sport aviation. This is where we begin building the future of our local EAA chapter, so, when Judy calls, sign up for one of the exciting and challenging jobs available.

Teen Aviation Weekend (TAW) – The February TAW has been replaced with a field trip to the NW Aviation Conference and Trade Show. A group of five Teen Builders, two fathers and four mentors will spend a long weekend immersed in the challenging and exciting world of aviation. The weekend will begin with a tour of the Boeing Museum and end with time at the conference. A full report will be provided at the March chapter meeting. The next TAW will be held on October 21, 2018. There will be more information on this later.

Teen Build – It is interesting to look back on the airplanes the teens have built. The Sonex exposed over fifteen young people to the art and magic of putting an airplane together. When all was said and done, the kids and the mentors took a class picture to celebrate the completion of the airplane. When we look at it, we see the usual suspects from the mentor side of the experience. Bill Osborne closed his life's flight plan recently, but, the rest of us are alive and kicking. When we look at the eight young men and women in the picture, we see people embarking on a glorious future. One young man is working on getting his ratings to become a professional pilot. One of the young women has the dream of becoming a missionary pilot and emergency medical technician. Another young man took on precision welding as a career choice. Another young woman is working through the rigors of becoming a mechanical engineer. One fellow is becoming an accomplished photographer. One young woman is working as a quality inspector on commercial helicopters. Yep, I guess the Teen Build is cranking out something more than just an airplane. It is cranking out the future of our avocation, sport aviation and aerospace. Meanwhile, "Wild Bill" McLagan is off to Florida to research an engine for the Zenith 701. Our builders have the fuselage nearly completed, one wing repaired, the horizontal tail fitted and ready for installation, wheels and brakes installed and plumbed and the other wing ready to go together. The remaining things to build are the flaperons and the slats. Decisions on the instruments and radios are coming up soon. Anonymous donors have thrown money into the kitty for the rent for the build and the gauges in the dash. If you have time on your hands and want to be part of this effort, come join us every working Saturday at 9 AM. If you happen to have a spare airspeed indicator and altimeter, the panel could sure use these and we could spend our money on radios instead of these two gauges. If you are up for building, either as a young person or a mentor, someone always seems to bring donuts and we need help turning them into airplane parts. If you are interested, contact McLagan at "wdmac50@juno.com."



Teen Tent – The Teen Tent has moved to the Fly In Committee. It's mission is to cover the announcer's stand and give young people a place to network. See the Fly In section for more information.

Youth Scholarships, Grants and Aid – The scholarship process for Air Venture has begun. If you have a young person, over the age of sixteen by the time of the event, have them apply for the scholarship. This is a free ride event, worth about \$3000, and all you have to do is complete an application. If you win the trip, your only obligation is to help EAA 292 champion sport aviation around our community. The YAP also is working to develop a “learn to fly through solo” grant in either a glider or power plane. Once this is fully developed, the YAP will let you know how to apply for and compete toward this exciting grant. Lastly, the YAP has provided direct aid to young people working toward employment in the aviation and aerospace industry. Again, fill out an application for consideration. Our big challenge right now is we need an administrator for this program. If helping young people reach their dreams is in your wheelhouse, let us know because we could use your help.

Finally...After reading about all the neat things going on in early 2018, 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.

The following article was written by a new member to 292, Stan Loer

Intro

Oregon aviation pioneers strongly influenced events that helped make the founding of the Experimental Aircraft Association possible. Their story has been told in different aviation publications over the years, but is not widely known today. It should be. The following is a brief journey through this very interesting period in Oregon aviation history. I highly recommend referring to the internet sources listed on page 2 for additional information. Thanks to Tim and Annette Talen, Oregon Aviation Historical Society, for reviewing an earlier version and clarifying some issues related to historical accuracy.

The Story

In the Smithsonian Air and Space Museum, among the many examples of America's high tech aerospace accomplishments, sits a decidedly retro-looking little low-wing single place aircraft. It's an Oregon homebuilt, classic tube and fabric construction with wire-braced wood wings and powered by a Continental A65. This aircraft, built by Oregonian Tom Story in 1939, was based on fellow Oregonian Les Long's design known as "Wimpy." Les is considered by many to be the "father of homebuilt aircraft" and was inducted into the EAA Homebuilders Hall of Fame in 2000. By 1946, this airplane had been acquired by George Bogardus, modified with a sliding canopy, and renamed "Little Gee Bee", no relation to the Granville brothers racers. George and his unassuming little airplane would play a key role in convincing the Civil Aviation

Administration to write the regulations that made the modern homebuilding movement possible. But first, the back story.

Homebuilding literally took off in the years following WW1. Plans were sold for many different designs and construction articles were published in periodicals. This was virtually a technological wild, wild, west filled with enthusiasm, imagination, creativity, and innovation, not always intelligently applied. Enter the sheriff in the guise of the Bureau of Air Commerce, authorized by Congress and charged with overseeing all things aviation, including certification and registration. Early on, inspection, registration, and regulation were lax, but by the mid-30's the Bureau, later the Civil Aviation Administration, started clamping down. An Experimental Certificate was virtually unobtainable unless the aircraft was intended for air racing, exhibition, or in the process of qualifying for a Standard Airworthiness Certificate. Homebuilding was pretty much shut down except in.....

Oregon, a hotbed of homebuilding activity throughout this period. The state got into the act by creating a Board of Aeronautics in 1921 which began issuing aircraft and pilot licenses five years before the BAC came into existence. Groups of enthusiasts formed in several western Oregon cities. The largest was at Bernard's Field in Beaverton. Les Long, Tom Story, and others designed and built many successful low powered aircraft which were ultimately based there. The BAC/CAA's increasing restrictions didn't deter this group, which became known as the "Beaverton Outlaws." Figuratively speaking, these enthusiasts gave the feds the one finger salute and continued designing, building, and flying, citing their Oregon licenses as legal authority. Only the start of WWII, which grounded all private aviation, brought their activities to a halt.

Fast forward to war's end. The airplanes were still flyable and the interest was still there, but the CAA had renewed its hard stand against homebuilts. George Bogardus drove to Washington D. C. in 1946 to obtain a special flight permit, granted only to pre-war homebuilts and requiring frequent renewal. The following year, George made the same long trip, this time in "Little Gee Bee", to provide undeniable proof to Congress that homebuilt aircraft could be built and flown safely. It took 8 days as he made several stops to gather support from like-minded aviation enthusiasts across the country. But once wasn't enough to convince hidebound bureaucrats. George would fly "Little Gee Bee" across the country again in 1951 (but not also in 1949 as stated in some references). With each trip, the groundswell grew and, with other forces in play, the movement finally became too strong to ignore. The regulations establishing the requirements for licensing Experimental, Homebuilt aircraft were issued by the CAA in 1952. George's planned organization, the American Airmen's Association, was stillborn, but Paul Poberezny founded the Experimental Aircraft Association in January 1953 and, as they say, the rest is history. In 1993 George was among the first three

inducted into the EAA Homebuilders Hall of Fame. The others were Paul Poberezny and Steve Wittman.

“Little Gee Bee” sat disassembled and neglected until after George’s death in 1997. Dick Van Grunsven, along with other members of EAA Chapter 105, restored it to display condition for its acceptance into the Smithsonian family in 2007. It doesn’t exactly fit our current image of a cross-country airplane, but certainly served George’s purpose quite well and now occupies a well-deserved place of honor in our National Air and Space Museum. The little airplane that could--and did.

Check these out (Google)

- **Oregon Aviation Historical Society:** Hall of Fame and Restoration pages
- **Story Little Gee Bee:** Smithsonian Air and Space Museum photos of Little Gee Bee
- **George Bogardus:** “Barnstorming the Beltway”-Air and Space Magazine, “Previous story about Oregon’s aviation history”-Oregon Live
- **Beaverton Outlaws:** U-tube video from OAHS, “The Resistance” - Air and Space Magazine (very complete history)



Bernard’s Field



George Bogardus



Little Gee Bee

Photos courtesy of Oregon Aviation Historical Society

The OAHS has developed a 1 hour presentation on the “Beaverton Outlaws.” I’d like to see us serve as hosts and spread the word to the area aviation community to get a sizeable turnout.