
Presidents' Newsletter

September 2017

Well it's been a whirlwind month to say the least!

First, our new hangar is up and closed. The build committee is already beginning to plan out the electrical needs as we continue to move forward. Once the electrical is in, our attentions will turn to air lines, making the heater more centrally located, internal walls, etc. The succession of some of these items will be governed by how quickly the contributions continue to come in. Bill is out of town for a month but says he is confident he will have solid numbers for us at the October meeting.

Second, we can now put our 2017 Fly-in into the history books. This year's event was greatly enhanced by the Solar Eclipse which I am sure helped our numbers overall. Preliminary indications say our event was a total success. The Fly-in committee will finalize everything and provide a report by our October meeting.

I must emphatically state the above two events could not have happened without the efforts of the many volunteers who came out to face very hot weather and hard work. This chapter repeatedly demonstrates the unique qualities not often seen in other EAA chapters. In fact, our chapter is regarded by National and other chapters as a true success story to be copied. It is all because of you.

And finally, our very own Ernie Moreno was bestowed the very prestigious "Tony Bingelis Award" at Oshkosh this summer. This award recognizes tech counselors who have excelled in guiding builders on their projects. We all know Ernie has helped many of us over the years and in my book, a recognition well deserved. (Sorry Ernie, you still need to put a buck in the can for coffee.)

Our next event will be the STOL competition on September 2nd. This event is modeled after the STOL competition held in Valdez, Alaska. If you want to see how short a custom aircraft can take off and land, then this event is for you. Come out and see for yourself.

Finally, September 9th is our fall Young Eagles event where we often give rides to some 75 to 90 kids. Judy Yerian is coordinating this event and help is always welcome.

My hopes for everyone to have a continued great summer.

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Meeting Minutes

EAA 292 Board Meeting
August 12, 2017

Meeting was called to order at 8:30 by Al Cleveland

In attendance - Al Cleveland, President; Mike Kelly, Vice President; Bill McLagan, Treasurer; Curt Anderson; Secretary; Bob Schwarzler, Trustee, Debbie Origer, Dave Ullman, Ernie Moreno, Jerry Pryce, Denny Fuhrman, Mike Short

Secretary's Report

144 paid (39 unpaid)

Treasurer's Report

Beginning Balance	\$54,729.70
Income	+ 3,651.99
Expenses	- 27,822.90
Ending Balance	<u>\$30,558.79</u>

Fund Balances:

General Fund	\$9,496.96	Building Fund	\$6,420.24
Education Fund	\$5,749.19	B17 Fund	\$4,592.40
Simulator Fund	\$4,3000.00	Hangar Expansion	\$-10,779.88

Discussion on costs remaining on the hangar expansion. We need to fund raise an additional \$30 thousand. We are under budget at this time. David will have a "progress thermometer" regarding fund raising ready for the Fly-In.

Dan Haley (Jeanne's new hangar) and Robin Read each donated \$250 toward the cost of filling the ditch in front of the hangar. A donation letters will be sent.

Hangar Expansion - External construction is about finished. The big culvert is here but will not be installed.

Youth Aviation - Debbie will be out for September. Judy Yerian will handle the meeting. Bill McLagan and Mike Ryer will be starting the Youth Build September 2nd. The Zenith will be on display in the teen tent during the Fly-In. The CH701 is coming up for it's engine. There will be a fund raiser starting in October.

We are still looking at hosting an Aviation Explorer Post. It might start up in January. At least four adults need to step up to be the leaders. We are looking at the Scouts do a presentation at the November meeting.

Young Eagles will be September 9th.

Fly-In - Debbie - Tent will be delivered and set up on Thursday. The OPA and the Garmin Open House are both that evening.

A sign-up sheet for volunteer spots will be available at the meeting. The Scouts will be doing a clean-up on the kitchen/tables on Thursday.

We will have eight porta-potties delivered on Thursday.

There is no smoking on State property.

Mike Kelly said that a form will be passed around for volunteers for various jobs.

Debbie has submitted a letter for stepping down as chair of the 2018 Fly-In.

Al suggested that we leave at least one set of doors in the old hangar so that they be auctioned off at the Fly-In.

The Taxiway of Dreams is covered for Saturday and Sunday

Dave Ullman will be the webmaster in the short time He says the software that is being used does not require extreme PC knowledge. The software being used is Wix.

McMinnville Museum has been reducing their inventory. They have sold their war birds and are now working on the experimental. They are inquiring if we are interested in purchasing and experimental.

Please give some thought to what we want for the Christmas party in December.

Jeanne wants to use the hangar for a Rusty Pilots seminar on October 21st (Saturday). Rod Kerr - everyone has received a copy of the STOL Expo agenda.

Meeting adjourned at 9:40.

General Membership Meeting

Called to order at 10:04

Visitor/Guests: John Berlinger (new member)

Secretary's Report: 144 paid members

Treasurer's Report: \$30,558.79 (see above for details)

We have been paying the bills for the hangar expansion from the general fund balances.

We need to continue fund raising for the hangar expansion.

Youth Aviation - September 2nd for the youth build (the same weekend as the STOL Expo).

Explorer Scouts will present this fall.

Fly-In - Tent setup on Thursday. The scouts are preparing lunches on both Saturday and Sunday

Friday's lunch is being set up by the Teen Aviation group.

Mike Kelly passed around the volunteer list.

Ramp helper meeting on Wednesday, August 16th at 7:00.

The Garmin Open house in Thursday the 17th from 4:00 - 7:00 p.m.

September 9th is our next Young Eagles event. We are looking for pilots and ground support.

October 21st Jeanne Wildman is working with AOPA and their Rusty Pilot seminar
Deb Kelly talked about the meals at the Fly-In. The Beer & Pizza on Sunday is free to registered guests.

Silent Auction - New this year ... a "Buy it Now" option. You don't need to wait till the

end to win an auction.

Al Cleveland thanked all the volunteers that worked so far on the hangar construction. Builders' Reports: Zenith 750, Zenith CH701, Sonics, Rams S-20, Nieuport,

Ernie Moreno talked about earning the Tony Begalis award at Oshkosh. He also talked about Airventure and what he found interesting.

Break at 11:20

Program; Jean Cole talked about metal roof coatings.

Meeting adjourned at 11:50.

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Youth Activities Program (YAP)-Debbie Origer, Director

Now, the Headlines...

Young Eagles Rally –In September, we have another rally, get ready to volunteer and fly

Teen Aviation Weekend – Invitations sent, need volunteers

Teen Build – Plane shown at fly in, great response

Teen Tent – Gliders given away, Little Eagles pedal the planes, music and more

Scholarships – School is starting so start applying

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

Young Eagles Rally – The September rally is scheduled for the 9th. Get ready to volunteer so Judy Yerian can help a bunch of young, prospective aviators get an introduction to sport aviation. We will need pilots and ground helpers for this fun Saturday event. The gates will open at 8:30 and the fun begins. Contact Judy to help out.

Teen Build –The new build season starts on September 2 and there will be about six new members to the teen build work force. They will start with shop training and build a Van's tool box to get familiar with working with sheet metal. The fuselage is about ready to get onto the gear. We are also starting a fund raiser to go by the thing that makes the prop go 'round, an engine. There will be more on this at the next Chapter meeting. Also, we had two of our Teen Builders working on the airplane most of the summer on Fridays when Bill McLagan was doing his treasurer thing. Trevor Lamora and Anders Walters drilled numerous holes and set lots of rivets. Their handiwork was on display during the fly in and got lots of comments. 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 – The Teen Tent provided music for the fly in along with announcing the events occurring during the gathering. Young people came to see the airplanes of the fly in, and met with mentors and peers to find out what fun things there are to do in our chapter. We gave away a bunch of gliders and a passel of Little Eagles piloted the two pedal planes around the ramp. A great time was had by all. If you want to be part of the Teen Tent experience, contact Adele Stark at starkandryer@outlook.com.

Youth Scholarships – If you know of an interested young person wanting to take advantage of the counseling we have available to work scholarships and grants, contact Debbie Kelley. She is a wizard on what it takes to get the paperwork done and sent in. Our other shining star, Blake Brown, is attending the AirVenture at OSH and will report on what he saw and learned in September.

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.

Kolb Build

Well, the covering is done and now it is into the paint booth. If you want to get involved, give Mike Ryer a call. The planned workdays on the Kolb are Friday's during the summer and Friday and Saturday in the fall. Contact Ryer at 503.364.3619 and see what kind of trouble you can get into.

2017 Fly-In

The fly in and the eclipse happened! Look for a full and detailed synopsis in the October Tail Dragger. There will be a final meeting of the 2017 Fly In Committee on Tuesday, August 29, at 7 PM at the EAA Center, for the post-mortem of this grand event. We want to know what went well, so we can keep doing that, and what didn't go so well, so we can fix it and do it better next year.

STOL EXPO 2017

Do you ever get that feeling some things are just meant to be, like perhaps being the only airport in the US directly under the path of totality... and the airport's name is "Independence"? I mean what are the odds? Speaking of odds, ponder this one. What would you guess is the likelihood of an Oregon State Airport getting federal approval to close... just so some 'propellerheads' can go have a contest with their bush planes? About as likely as our moon completely blotting out the sun... on Mars maybe?

Well, forget everything illogical for a moment, EAA's STOL EXPO actually received 'final approval' last Monday from FAA and Oregon Dept of Aviation to hold a bone fide Valdez type competition... (ok NOW the trumpets)... but obviously it wasn't approved just for us propellerheads. No indeed, FAA and ODA aligned with the foresight of our Chapter's

Board of Directors by recognizing the real value of STOL competitions as genuine contributions to aviation, for which they are. The essence is better captured in that famous phrase from Joe Christy's book, *Racing Planes & Pilots*:

"Man takes the most from his competitions not by winning, but by competing. It's great to win, but that is a short-lived, transient satisfaction often dictated by simple luck. The true value of human competition lies in the [contest] itself, in the sacrifice, the dedication, the courage demanded of each individual effort. It is the [competition] that is important, not its immediate outcome. Tomorrow will bring new challenges, new winners. Then Yesterdays competitions may be seen for what they really were: Tests of human spirit."

And I believe it is THAT "spirit", latent or manifest, that embodies all EAA'ers to constantly challenge ourselves, mostly without realizing it, improving aircraft designs... improving our personal safety standards... and of course our piloting skills. In fact, 300kts at FL 18 is NOT some future goal anymore, been there done that... where actually 'flying like a bird' perhaps has become our newest frontier. We know that Rubicon has yet to be crossed, where fixed wing aircraft can land and takeoff safely in under 10 FEET with ever increasing payloads! Who would even need an airport? More importantly, the orders of magnitude in inherent safety are almost unimaginable. And no, helicopters don't count, I mean when was the last time you saw a bird practicing an autorotation? Art should be imitating life, not the other way around.

So come and join the fun Saturday September 2nd and witness some aviation history in the making. All volunteer positions for TEAM STOL have been filled, just bring a lawn chair and leave with a smile... because some things are just meant to be.

Rod

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

Ninety percent done, ninety percent to go...

When I finished my single seat aerobatic airplane and got the sign off to go fly it, I remembered the old saw about a home built airplane, "I am ninety percent done and have ninety percent left to go..." There are some other old sayings that float to mind when I go back into the "rememberly" banks and ponder getting things done. Stuff like "the job is not over until the paperwork is done" and the picture of the little kitten clutching a branch and looking afraid while holding on for dear life captioned, "Hang in there, baby."

When my single seater was nearing completion, I had just moved to Oregon from places east. I had left my safe ground where I was known as a competent and respect fabricator of flying machines. I had begun the process of starting my support airplane group anew. When I thought I was done with the airplane, I ran into a guy who insisted all the tie wraps forward of the firewall had to be replaced with ones specifically designed for high temperature and the fuel flow had to be two hundred percent of that required by Part 23 of the FAA and other federal guidance. I bristled at these “desirements” because they did not follow the rules and accepted practices I had grown up with. But, they were the rules. Yep, these rules came from the guy who just got a Tony award for being one of the best Tech Inspectors in the whole country. He held me to his artificial standard because he wanted my airplane to be the best. I always chuckle when I put the passenger warning in one of my airplanes, because it says my airplane is not built to Federal Standards. Yep, it is, like Ernie wanted, I built better than the required standard. After sufficient whining, I replaced all the tie wraps and proved the fuel system would pump two hundred percent and got my sign off to go fly. To get my sign off, I exceeded my previous, and to me, well accepted requirements for the “good of the order.”

For the good of the order...I had a chance to think about this idea the other day. In my misspent youth, I was a driven, “Type A” individual. Some say I still am, although I believe I am in recovery now. I was willing to bend and mangle the rules of the road to get what I thought were my proper dues. I was often recognized as a top sales person when I was in the petroleum business, but, I did some shady things to get there. I was a hard and demanding driver when I built rocket ships and was known for begging forgiveness rather than asking permission to take risk. I began to realize I was bending some pretty significant rules just to be recognized as a maned lion among the meek, but, at what cost? Slowly, I began to realize rules existed for a reason when a friend in the FAA simply stated most of the arcane and binding regulations in the FARs were written in blood, a sentiment shared by the liability insurance industry. Every time I bent a rule, I was placing myself, and sometimes others, at risk. I was lucky. I never got caught in the trap of a bent rule. No one around me was ever physically injured, but, it was by luck, not planning and execution, this circumstance came to pass.

Today, I have learned to live within the rules, no matter how strident or restricting they are or seem to be. They are there for a reason. Maybe I cannot understand the reason, but they are there none the less. Sure, I get caught breaking a rule, like driving faster than the speed limit or having more than seven things in my basket at check out. I get caught and I suffer the consequences without angst because it is no longer an intentional and willful act. I try my level best to stay within the boundaries of the rules and seek the advice of others when I am unsure as to the scope and content of the

The Taledragger

rules. I guess I have come to realize boundaries exist for a reason and I, and for the safety of those I hold dear around me, stay within them, for the good of the order.

This marks my last commentary for this wonderful rag. Thank you for reading and commenting on my thoughts. I have truly enjoyed sharing with you what makes aviation exciting for me. Take care, do good work, be kind to one another and keep in touch.

I'll see you in the blue. Fly safe, low and slow...Remember, blessed are those who are aroused by a brief romp in the fluff for they shall be known as pilots. Ryer, over and out...

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

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