

# EAA 292

INDEPENDENCE

OREGON

Taledragger



October 2021

## Our next Meeting will be on October 9th at 10AM

Membership to EAA292 is \$35 per year, due January 1st

Or online registration is available through EAA292 @ gmail.com

EAA Chapter 292, 4803 Airport Rd. Independence, Oregon, 97351

## President's Message

### COVID Update

I know...we're all getting tired of the consistent "inconsistencies" we're getting from the governmental authorities. From speaking with our members, I also know there is a level of frustration about what we can/cannot, and should/shouldn't be doing. Let me reframe our Chapter's position again. If there is a meeting where attendance is beyond our control, we're asking that everyone attending be vaccinated. We will also be implementing whatever social-distancing and hygiene rules that Oregon has in-effect at the time. Plus, **IF you are not 100% healthy...even if you are vaccinated...please do not attend the meeting.** If wearing a mask increases your comfort level, please do so!



Let me explain: 1) We are doing the best we can to remain functioning despite the Oregon Governor's mandates. 2) We are generally following three guidelines: a) indoor general-membership activities require vaccinations, b) outside (or well ventilated) activities require social distancing, and c) small groups, Youth-Build, 1:1, flying, etc. are at the discretion of the parties involved. **These are not politically motivated, but are to protect the health of our Chapter members. Without them, (presenters, mentors, team-leaders, pilots, etc.) we won't be able to hold any activities.**

Here at the end of September, the Board isn't sure how our upcoming Chapter meetings will be conducted; in person face-to-face, or by Video Conferencing. We've been asked if it's possible to have a hybrid meeting by streaming (broadcasting) the meeting also as it occurs in-person. Honestly, this could be done but we don't have the tech-savvy resources to accomplish it. If any of our members would be interested in taking this project on, we'll be happy to give you (moral) support!

## September Meeting

We had a great September Chapter meeting, despite the State of Oregon imposing new COVID restrictions! We also set a new record...while we've had multiple female speakers address the Chapter, we've never had a woman who was pregnant! Our speaker was friend-of-the-Chapter, Star Simpson. Star is a prominent maker, inventor, and serial entrepreneur. She was responsible for a number of high-profile projects with drone design and applications, including TacoCopter, the original drone delivery concept demonstration. She also developed autonomous aircraft for DARPA



at the San Francisco Research & Development lab Otherlab. Star has been living in Iceland for the past several months presented "GA Flying in Iceland."

An interesting part of the presentation was the aircraft she flew and the cost to fly. The aircraft was an ICP Savannah, which we all quickly recognized and a Zenith 701/750. From Wikipedia" The ICP Savannah is a high-wing, single-engine, ultralight with side-by-side seating for two produced in Italy by ICP srl. It has sold in large numbers, particularly in Europe. The Savannah is in production, sold in both kit and ready-to-fly form. The Savannah is a conventionally laid-out two-seat aircraft which can be bought in ready-to-fly or kit form. It is commonly registered as a light-sport aircraft in the United States and as an ultralight in some other jurisdictions and is considered a microlight aircraft in New Zealand. It has much in common with the Zenith CH 701 designed by the late Chris Heintz (1938–2021), though the Savannah has a different empennage; later versions have further diverged from the Zenith, particularly in the wing design. Manufacture (both ready to fly and kits) is done in the ICP premises located in Castelnuovo Don Bosco (Piedmont, Italy), where the firm moved on September 10, 2009 from the original plant in Piovà Massaia.



Although just an estimate, Star mentioned that as part of the Icelandic Flying Club, the cost to rent the plane WET, converted to just about \$35/hr!

BTW – While flying in Iceland, the Savanna is considered an "ultralight," and Star had received the appropriate licensing while there. **Immediately following our Chapter meeting, Star took her PPL checkride and earned her license her in the US. Congratulations Star!**



### Airventure Pancake Breakfast Proceeds

For eight days, beginning the Saturday before AirVenture, EAA chapters were awarded the opportunity to host a pancake breakfast at the Chapters Pavilion in Camp Scholler as a fundraiser. Chapters were selected via a lottery system. Approximately \$25,000 in proceeds will be shared with these chapters. **EAA 292 earned a total of profit of \$3839. Thanks to everyone who volunteered!**



The chapter pancake breakfast events are getting more popular in the campground resulting in more sales, requiring adjustments in the daily operation. EAA had challenges this year that were not experienced in previous years, primarily in food supply. **For the first time, chapters exceeded 500 meals served per morning (our Chapter served ~560).** This is up significantly from past years, resulting in running low on sausage on some days. To ensure we have plenty of food available to sell daily, we already procured another refrigerator and a large upright freezer to stock-pile multiple days' worth of food supplies, again, ensuring chapters will not run low. The new equipment was made possible by generous donors to the chapters pavilion.

### Fly-In/STOL Expo Notes

Now that the dust has settled on the 2021 Fly-In and STOL Expo, we've had a chance to gather our thoughts, review the event, and start thinking about changes that we'd like to make if we hold the event moving forward. These comments and suggestions came from two different debriefings; 1 from the STOL Team and another from the Fly-In volunteers.

- 1) *Move the event up to the end of June due to heat and wildfire smoke. For 2022, this would likely be June 25-26. Possible downsides to this would be the possibility of rain (rain doesn't stop until July 4<sup>th</sup>! 😊). We don't know if there are any conflicts with this date, and won't know until January 2022.*
- 2) *This is no longer a Van's Homecoming. We should recognize this and adjust accordingly. Unknown is whether Van's will still donate the tent.*
- 3) *STOL needs just a little longer for the airport closing. The volunteers are being rushed to get into position on the runway and this could cause safety concerns.*
- 4) *There needs to be better communication & coordination between fly-in and STOL...especially concerning items such as promotions and T-Shirts.*
- 5) *Is there a way to provide better seating or shade for STOL attendees?*
- 6) *Ramp space is an issue. We maxed-out this year with light attendance. Can we safely store/secure the gliders elsewhere which would free-up ramp space?*
- 7) *Fly-Bys were a big success! We can accommodate more Chapter aircraft next year.*
- 8) *Dinner without keynote was a success! Everyone enjoyed the social time.*
- 9) *Less structure is good...we shouldn't try to mimic Oshkosh or Sun-N-Fun.*
- 10) *Need a few activities. Really missed Taxiway-of-Dreams tours. Maybe 1-2 seminars (but not back-to-back all day)*
- 11) *We could be successful with airplane & trailer camping if we put some effort into it.*
- 12) *Still need more traffic coordination for STOL and with Starduster.*

Overall, we had a great Fly-In considering all the adverse conditions we had to work with. Our goal was to also financially break-even (which we accomplished). But there are certainly many take-aways where we can tweak the event to make it even better! Thanks to all the volunteers, and to all of those who provided feedback.

### Ray Scholarship Coordinator Update

Chapter 292 has been fortunate to be awarded multiple Ray Scholarships since the program inception 2 years ago. Much of this success has been due to the hard work by our Scholarship Coordinators; Debbie Origer and previously Mike Ryer. Debbie is planning some extensive worldwide travel next year and had asked to step down as our coordinator. However, after a lot of arm-twisting, I was able to convince that the continuity of the position was a strong factor for our success. So, Deb has agreed to stay on for another year or so (with the agreement that Rich Harrison and the Board will back her up in her absence.) Thanks Deb!



### Another Award for Ernie Moreno!

Chapter member Ernie Moreno earned another award at Airventure this July! Ernie has been an EAA member for over 35 years. For the last 25 years, he's been an active member of EAA Chapter 292 in Independence, Oregon. In 1997-98, he was one of a team that built 292's 6,000 square-foot clubhouse which has since grown to 8,500 square feet. He has been a member of the board of directors in various roles for many years.



In 2016-17, he managed a youth program that built a Sonex. One young lady from the team has gone on to earn a mechanical engineering degree. Another, from a minority group, has just received his ag pilot certificate. A second young lady earned her pilot certificate, and one young man is now an A&P mechanic. The Sonex was sold to another club member and the profits supported the next youth build. He has built or majorly overhauled eight airplanes, with his latest a full-scale replica of a World War I DH.2 fighter. This project took him eight years of research and building. It is the only flying full-scale DH.2 in the world.

Ernie is one of the busiest technical counselors in EAA, having inspected over 650 airplanes. He not only inspects, but also offers helpful advice. He is known as a stickler but those who have finished their airplanes according to his advice have gone on to fly them safely. He is the go-to man for small engine issues, including two-cycle, aircraft and automotive. He is also the club's fabric expert. His advice is sought throughout the entire Willamette Valley of Oregon. For his work as a tech counselor, he received the Tony Bingelis Award in 2017.



### Lancair 4P Project Kick-Start!



As we move into the Fall and Winter, it's time to re-energize the Lancair 4P project build! For background, the Chapter is under a contractual agreement to finish this aircraft. The Chapter plans to invest the proceeds from the project into the new Northwest hangar expansion. The family/estate who we're contracted with has been very patient with us...even though we are a year behind schedule. They want to see the aircraft through completion.

Starting Wednesday October 13<sup>th</sup>, we're going to have a build group meet every Wednesday night from 7-9pm at Henry Bartle's hangar. Dave Ullman and Bruce Patton have lead this effort in the past, but we're looking for someone who will volunteer to facilitate these work nights. Henry will be there giving direction and helping out, but he wants someone else to do the coordination. According to Henry, if we focus on this, we should be able to complete the project by late Spring. The buyer is asking that the Chapter provide a monthly status report with photos so that they can see progress.

### Sale of Youth-Built Zenith 701



After 5 years of hard efforts, the sale of the Youth-Built Zenith 701 has been completed! Many thanks to Lead- Mentor Bill McLagan, and all the other volunteer mentors and teens who made this project a success. Many of the teens who worked on the project have been able to now get a flight in the plane too! The completed aircraft, with the 100HP Aeromomentum engine sold for \$37K, which will be used to fund future youth projects and scholarships! After some transition training for the buyer (provided by Mike Short), the wings will be removed and the aircraft will be trailered back to Missouri.

### Kitchen "Donations"

Please DO NOT make private "donations" to the kitchen. Recently, the Chapter has been inundated with miscellaneous "stuff" mysteriously showing up and left on the counters. The Chapter has enough dishes, and we have WAY TOO MANY coffee cups! The items that are acceptable are the consumables such as paper plates, Styrofoam cups, plastic service-ware etc. (of course, a cash donation is always acceptable! 😊) It would appear that Chapter members clean-out their own kitchens, and instead of making a donation to a local charity, "dump" their items in the Chapter kitchen. I have instructed staff to place any unwanted/surplus items out on the table with a "Free" sign.



### Holiday Party?



Although we have a tentative date of December 11<sup>th</sup>, 2021 for the Chapter Holiday Party (our regular meeting date), it's not clear whether we'll be able to have a "closed-door" indoor event due to the COVID pandemic and the social distancing requirements. It won't make sense if we can only accommodate 20-30 member. If anyone has suggestions or alternatives for the event, please contact a Board member. We'll need to have some direction by November.

### Young Eagles Postponed

As everyone knows by now, due to weather, the Chapter needed to postpone the Sept 18<sup>th</sup> Young Eagle Rally. Based on the current COVID situation, we made the decision to just reschedule for next June 11<sup>th</sup>, 2022 which is also the National Young Eagle day. Thanks to Cindy Woodworth and all the other pilots & volunteers who had stepped up for this event. I think we had a good plan in place despite the social conditions. I'm sure it was disappointing to the 30+ kids we had registered to participate. Hopefully, this will transition to a great event next June!



I hope everyone has a great fall! I'm just a few hours from returning to Florida for my Winter "Stay-cation." In my absence until next June, Jerry Pryce will be running things locally. I'll still be available via phone, e-mail or text.

Blue Skies,  
Mike Kelley  
(President in abstentia)



## Meeting Minutes

To due a lack or Officers at the Board meeting, there was no quorum so the meeting was spent discussing multiple topics:

- Member file updates – need updated records. How to solicit? Questionnaire, Survey, Paper?
- Ray Scholarship status and coordinator – 2 more scholarships. Deb is staying on.
- Young Eagles – Event is a go, but will be scaled back and help primarily outside. 30+ registered
- 701 Update – Sale is complete. Buyer will trailer back home
- Oshkosh pancake breakfast – we have received check for \$3,839.
- Need Board Memberws to create "Jobs" list (not positions)
- Simulator – we need to have a discussion and a plan.
- VMC/IMC – no September meeting because of Labor Day, Next is October.

- Lancair – We need to re-implement build nights and deliver plane by Summer 2022
- North Hangar – Plan for renters with passing of Darold.
  - Rent till end of year by Rod K, Steve S and Robert H.
  - Renegotiate rent at end of this term. (wrap in South hangar rents also)
- Hangar Rental – we need term/eviction limits as part of agreement.
- Fly-In/STOL discussion and Feedback.
- By-Laws need updating – Mike & Jerry have this.

### EAA Chapter 292 Board Members

- President – Mike Kelley
- Vice President- Jerry Pryce
- Secretary - Rich Harrison
- Treasurer - John Roberts

Members of the board can be contacted through the Chapter email at [eea292@gmail.com](mailto:eea292@gmail.com)

## Youth

### EAA Chapter 292 Ray Scholarship(s) - 2021-2022

Deb Origer

The value of this scholarship is \$10,000 for a student to obtain a private certificate. This is our chapter’s third Ray Scholarship. Three students, who have participated in the Teen Build program, are recipients: Anders Walter, private certificate; Kristin Taylor, glider rating; and Zach Lopez, glider rating.

Three candidates interviewed for the 2021-2022 Ray Scholarship in August. The interview committee included Debbie Origer, Ray Scholarship Coordinator; Mike Kelley, Chapter 292 President; and Rich Harrison, Chapter 292 Secretary and Newsletter Editor. Kristin Taylor, Zach Lopez, and Levi Sink participated in the interviews. Prior to their interview, each student received a list of thirteen questions which could be asked during the interview. These questions were suggested by chapter members.

Having an opportunity to talk with each of these candidates for at least an hour certainly was a rewarding experience for this committee! Debriefing after the interview session, the committee decided to award \$5,000 to Kristin and to Zach based on their achievement with obtaining a glider rating. Levi will be encouraged to apply for future scholarships.

With the blessing of EAA, the scholarship will be divided between Kristin and Zach with the understanding that they will use the remaining money from their glider scholarship fund to pursue their private certificate. And if needed, the chapter will consider awarding additional money.

Congratulations Kristin and Zach!



Kristin Taylor



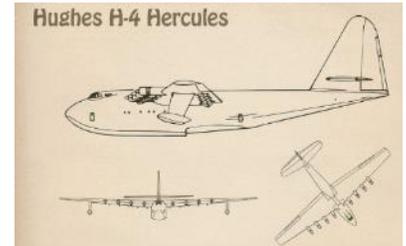
Zach Lopez

## CHAPTER BUILD SPACE

### Vince Homer, Hangar Manager

Have you been thinking of building that aircraft you've been daydreaming about for years, but your wife won't let you set up in the living room? Don't despair, we may have some build spaces opening up in January. That gives you plenty of time to make a parts and materials order list and inventory your tools.

How do you get one of these magic build spaces? Go to the chapter web site, <https://www.eaa292.org/build-space-request-list>, and put your name on the sign-up list. Then, fill out a Build Space application and turn it in to Vince Homer, Ernie Moreno or Al Cleveland. Good luck with that ¼ scale Spruce Goose project.



## Aircraft Donations

Aircraft keep getting donated to the Chapter to help fund future projects. In this case a two seat North Wing Apache was donated last week. Shown are Ernie, Denny, Gary, and Steve after loading the weight shift trike up on the trailer (that goes with the plane). Plans are to clean the trike up, get the engine running good then offer it for sale. It comes with two different sets of sails (two different wings). If you might be interested in purchasing this aircraft, contact Ernie Moreno or Denny Furman for more information.



## Hang Gliding in Saudi Arabia – Vince Homer

In 1974 I went to work for Aramco the national oil company in Saudi Arabia. Airplanes and anything that flew had been a passion of mine since I was about 5 but there was no flying in the sandbox of Arabia. Along with several other airplane nuts it was decided to do something to get into the air. Since anything that even resembled an airplane was forbidden, the obvious answer was hang gliding. We purchased a standard Rogallo hang glider and got it shipped into the country as an awning. Assembling it wasn't problem, after all, we were all engineers. Unfortunately, none of us had ever flown a hang glider, but we had read how to do it.

Off we went to the 200-foot-high sand dunes and many crashes and bruises later mastered flying down the back dune slopes. Others joined us and we developed the run-along-behind flight instruction technique.



The instructor runs behind the kite yelling flight instructions to the pilot. If the pilot doesn't fly as instructed the instructor steers the kite by pushing the center pole in the right direction. Obviously, I was 40 years younger when this photo was taken.

This is called the "Three Men and a Dog" instruction technique. It tended to confuse the pilot.



We eventually got the hang of hang gliding on the dunes and even upgraded our kite with an improved sail and sand wheels. Flights of  $\frac{1}{4}$  mile were common and the wheels made landings much safer.

### MiniMax Tug Report – Rich Harrison

Captain Gadget did a presentation a couple of years ago on the MiniMax Tugs at a chapter meeting. I have had one for my Cessna 182 for some 10 years. I absolutely need it to get the loaded 182 up the ramp into my hangar. When I was moving to Independence and I ferried my 182 up here (packed with as much as I could carry out of my old hangar), I taxied up and no one was around. I tried to push the plane up the ramp and quit. Then I remembered the Minimax was disassembled in the baggage compartment. I pulled it out and put it together and zipped the plane into the hangar. And since this was before all of our household stuff got here, the Dewalt drill came in very handy for all the new to us house projects. It only takes a couple of minutes to remove and reinstall.

While I can still push my 2 seat Grumman up the ramp fine, it does seem to be getting harder every year, so I had started thinking about getting another one for the Grumman. So, a couple of months ago an almost brand-new MiniMax appeared on eBay for a ridiculously low price and I snatched it up. It was also set up for Cessnas, but has the higher torque 28V Milwaukee drill rather than the 20V Dewalt my old one has. I went ahead and ordered the Grumman forks for my old tug, regulating the new Milwaukee powered tug to the C-182 duties.

PIREP – while the Dewalt drill version did fine with my 3100-pound GW 182 in low speed, the Milwaukee definitely does better. Any plane around 2500-pound GW or less should do fine with the Dewalt version. The Dewalt drill has a 3-speed switch on it. In High Speed it runs the tug at a fast walk. It will pull my 1600 GW Grumman on flat ground at that speed just fine. Going up a grade or on a heavier plane you will want to select a lower gear. On my 182 I only used low gear.

The Milwaukee drill is single speed and wide open goes at a slow to medium walk. They sell a set of dolly wheels so that you can quickly pull the tug out on the ramp to fetch your plane without having to run the motor. It is a must-have with the Milwaukee drill version, but the Dewalt version in high gear moves fast enough to not really need it unless you are going a great distance. I do keep a spare battery on the charger.

On the C-182 where the tow lugs are up above the nose tire on the strut, the tug has a riser with a swivel attachment to the tug forks that worked out neat where you can rock the tug onto one tire and make shallow turns without having to lift the tug tires off the ground and turn the nose wheel. This makes it easy to maneuver into tight spaces.

The Grumman version does not do that since the tow lugs being on the nose wheel fork place the tug tow forks low to the ground, with no riser (you can see the difference in the picture). To turn you must lift the tug, turn the nose wheel then lower the tug back down. Not nearly as bad as a Power Tow as the MiniMax is a lot lighter. Pushing the airplane it has great traction, not as much when pulling. I now can save my back pushing my Grumman AA-1B (and soon my American Yankee) into the hangar. If you are interested in seeing the MiniMax tugs, stop on by.



### Tennis anyone?

