

THE RITE FLYER

MARTIN AIRFIELD

Wings, wheels and 100 years of aviation *By Sophia Edelblute*

Coming Up ...

Meeting :

Monday , July 12th, 7:00 p.m. In-person and Online

Program: STOL Flying and High Sierra Fly-in
Board of Directors

July 10th, 7:00 pm

Next Meeting:

August 9th, Martin Field,
7:00 P.M.

Chapter Website:

chapters.eaa.org/ea604

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As Oregon celebrates 100 years of aviation, the Oregon Aviation Historical Society and Museum celebrated the comeback of Wings and Wheels after a year of absence, marking the seventh annual event on Saturday, June 26.

“It is [Oregon aviation’s] centennial and we wanted to do something significant in terms of that because 100-year anniversaries don’t happen very often,” said Tim Talen, board vice president.

Antique cars, planes, motorcycles and some rather unique creations — like John Barrong’s homemade motored tricycle, looking like something similar to a penny-farthing bicycle — are on display. Not only are people’s own vehicles present, but a display of historical planes and plaques depicting Oregon’s aviation history are sat in the middle of the blacktop.

In 1921 “the state decided that aviation actually could be something that could be of value ... so they said ‘okay, let’s have a department of aviation,’” said Talen.

Back before the 1920s basically anyone who could fly a plane was considered a pilot, according to Talen. So Oregon started registering and licensing pilots and aircraft. The first license plate for planes was about the size of a motorcycle plate, Talen said, but they got bigger as time went on.

Homebuilding airplanes was also a huge thing in Oregon when the department of aviation first started. Homebuilding is, as Talen describes it, building a plane rather than buying one already built. They are considered experimental aircraft and Oregon encouraged their creation. Unfortunately, in 1941, Talen says, the federal government cracked down on homebuilds and made it illegal to build your own plane. But then, after WWII, in 1951, aviation got a boost and, after some petitioning, homebuilds were legal again.



John Barrong brought in his Adams Arrow plane and motorized tricycle for display

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Calendar Items to share

Week Days Coffee Club, Martin Field Pilot’s Lounge, **The Pilot’s lounge is approved for meetings**

Fly-outs are sparse due to social distancing and crowd size limitations.



Wings, Wheels *continued*

A lot of the airplanes in the historical display are homebuilds, including a plane named Wimpy. According to its plaque, it was built in 1935, is an ultra-light plane and boasts the first successful low wing design of its time. It was a frequent flier at Beaverton's Bernard Field, "where it gained its comic name 'Wimpy'" It is now considered an Oregon Heritage Homebuilt by the museum.

Other vehicles on display have nothing to do with aviation. For example, Barrong's penny-farthing motored tricycle.

"When I was a kid," Barrong, one of the museum's board members, says, "Ruth Blackburn lived here in town and her husband built her [a tricycle] that was even taller, an even taller wheel, and she used to ride it in the Bohemia Days parade and so when I was a little kid I thought, 'wow that's so damn cool.' The tricycle is so damn cool. I'm gonna build one some day," said Barrong. He did eventually build it, of course, for his wife's birthday, using a spare Maytag engine she happened to have in her possession.

"You get an idea in your head, you come up with these ideas of what you want it to look like and you just have to make it happen. So that's kind of what I do," Barrong said. "I'll collect bits and pieces until I have everything I need to do it and then just one day I'll do it."



He started welding as a kid when bolting together his go-carts wouldn't work anymore. "You'd be screaming around the field, something would come unbolting and you would crash and so that's when we said, you gotta start welding it together."

He also owns an Adams Arrow plane, built by Don Adams in Eugene, who started on it in 1975 but didn't finish until '95. "I acquired it because it was moldering away in a hangar in Creswell. Nobody was flying so I started bringing it back to life and started flying it again," he said.

A lot of stories are similar regarding the planes and other vehicles on display. They were homebuilt, purchased or otherwise acquired. Most are antique or repaired antiques, such as Talen's plane, a 1928 Stearman C3B. The tail surfaces and the back third of the fuselage are old original but the rest is restoration. "We say 1928," said Talen, "but it's new."

Building and repairing planes or cars is a great hobby, said Barrong. "I don't think enough people are out there showing kids that you can learn to do this yourself and by golly if you want you can build an airplane."

(reprinted from the Cottage Grove Sentinel)

FAA Releases Policy on Training

July 8, 2021 – On Thursday the FAA released a [yet-to-be-published policy](#) addressing the issue of training for compensation or hire in Experimental, Primary, and Limited category aircraft. The policy follows up on a letter from the agency last month that asserted that, without exception, no compensated flight training can take place in these aircraft categories without an exemption or letter of deviation authority (LODA). The newly announced policy maintains that position while offering a short-term solution that allows these operations to continue.

The policy confirms the FAA's position that any instructor is "operating" an aircraft, regardless of who owns, rents, or otherwise uses the aircraft, and regardless of whether the use of the aircraft is compensated. Therefore, paying any instructor to provide training violates the language of FARs 91.315 (Limited), 91.319(a)(2) (Experimental), and 91.325 (Primary).

For as long as can be remembered, the FAA rules were interpreted as an instructor could usually not charge for the use of the aircraft, but could charge for flight instruction services. FAA's own policy on LODAs backed this up, explicitly stating that such private individuals did not require a LODA to pursue training in their own aircraft. While a commercial flight training operation could not provide the training, an individual instructor could provide training for a private owner, co-owner, flying club member, or lessee.

The FAA explained in their policy statement that the previous policy on LODAs was erroneous. The stunning turnabout meant that tens of thousands of rule-abiding warbird, homebuilt, vintage, and other pilots and instructors are instantly out of compliance with the Federal Aviation Regulations. The FAA's only acknowledgement of this radical change for the GA community was the statement "The FAA acknowledges that the disconnect between the regulations and the guidance to inspectors has caused confusion in the industry."

In response, the FAA admitted that flight training in one's own aircraft is essential for flight safety, which EAA contended, and announced the rollout of a vastly expanded LODA system to authorize individuals to receive compensated training in their own aircraft.

Under the new LODA system, applicants can send an email to 9-AVS-AFG-LODA@faa.gov with their name, address, email address, pilot certificate number, flight instructor number (if applying as a CFI), aircraft registration number (if applying as an owner), aircraft make and model, and aircraft home base (if applying as an owner). The request will then flow to the local FSDO, who will issue the LODA. For aircraft owned by flying clubs, ownership groups, and other shared ownership models, the entity owning the aircraft may hold the LODA rather than each individual member. **Either the owner/operator of the aircraft or the instructor can have the LODA, as long as one person in the cockpit**

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EAA 604 Minutes, June 14, 2021

President Bill Herrington opened our first in-person meeting since March of last year. There was some technical difficulty trying to open the Zoom portion of the meeting. There is still work to do to make this practical. There were 17 members present through both mediums. Those present approved the minutes of the last meeting.

Board Meeting: The Young Eagles event was postponed due to high winds and rescheduled for June 27th. We discussed the change and appointments and logistics for the event. Most of the pilots will be able to adjust. It would be nice to have a couple more on hand. Bill discussed the work day, We decided to keep it on Friday before the event at 5:00. we need to clean chairs and tables, pedal planes and fencing. The fencing needs some maintenance which Bill will be in charge of. We agreed to have static displays east of the fuel tanks. The FBO will be available for event personnel only. Water and lunch will be supplied to all volunteers.

The Sherwood Trust Grant money has been spent as requested and most of the items are in hand and will be used at our event.

Projects: Charlie Miller was present and gave an update on his project. He says the engine is done and he is working on instruments. He still needs a prop. He has a Warp Drive hub that he will have rebuilt.

Tim Wright said the left tail is done and the right is nearly done. The rudder will be next.

Jim Edwards reported that his engine is done and on a stand ready to mount to the firewall. He is working on other parts of the plane as well.

Matt Harris: Matt shared that he cut the landing gear off the Legal Eagle and is starting over. No further explanation was offered!

Del White mentioned that he has the EAA Biplane which needs a home. He will be discussing possibilities with the Board.

Old Business: We discussed the movie night in September to be held at Gorge Aviation. Bill Herrington will talk with Gorge Aviation on possible dates.

New Business: Since this was the first time we were all together since the first of the year, Bill presented the service pins and certificates to the officers present.

Bill gave a report on the DART project. The Walla Walla area has been designated as the Logistics Hub disaster response due to its location outside of any major earthquake zone. The food drive brought in nearly 1 ton of food which was delivered to local food banks. We also

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received PPE from the Tacoma-Pierce County Health Department for distribution. Bill Herrington and Susan Chlarson are heavily involved in this project.

Program: We shared our experiences with flying in the wind since we have experienced a lot of wind in our area lately. Don G shared a short video of an Ultralight flying in the wind.

Meeting adjourned.

Respectfully submitted,
Don Gibbard, Secretary

Chapter Meetings

Our July Chapter meeting will be held at the Pilot's lounge at Martin Field this Monday night. We are back to meeting in person and we hope that as many of you who can will join us at 7:00 p.m. If you are unable to attend in person or feel like waiting another month, we will host the online Zoom meeting on Monday July 12th starting at 7:00 p.m. You will receive an invitation to join the meeting from Ron Urban. There will be a link to the online meeting you can use with a computer, smartphone, tablet with video capabilities. If you do not have a camera on your computer you can still join online but you will need a microphone in order to join the conversation.

Keep your email invitation handy as you login since it contains all the information you need to succeed.

[We are looking for volunteers to bring refreshments for the remainder of the year. Please let Bill H or Don G know if you can provide refreshments at our meetings.](#)

2021 REFRESHMENTS

JULY

Stock Supplies

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER

CHRISTMAS PARTY

FAA Releases Policy on Training *continued*

has one. LODAs issued under this system will not allow rental of the aircraft to the general public. Those LODAs, issued for transition training and other targeted operations, will continue to be issued per the guidance in FAA Order 8900.1.

The policy is anticipated to go into effect on Monday, July 12. Due to an anticipated bottleneck, EAA is encouraging members to apply for LODAs when an anticipated need arises, to maintain capacity for those individuals who need a LODA immediately. LODAs will be effective for 48 months, by which time the FAA hopes to have a more permanent fix in place.

The LODA policy does not help owners of Limited and Primary category aircraft, as the rules associated with these categories do not contain a LODA provision. These aircraft and their operators will require exemptions. The exemption requirement for Primary category is particularly frustrating, as the category was specifically created to allow flight training as stated in the rule's preamble.

"This LODA/exemption process is not a permanent solution. It is cumbersome, can easily be taken away, and is a solution to a nonexistent problem," said Jack Pelton, EAA CEO and chairman of the board. "Under no circumstances is a private individual who receives training in their own aircraft detrimental to safety. EAA will continue seeking a rule change or legislation to permanently restore the longstanding and common sense 'facts on the ground' for the GA community."

Pelton continued: "This entire episode is a scary example of how new interpretations of the regulations can upend the entire community. While this short-term fix allows operations to continue, it never should have come to this point. Creating more than 30,000 new LODAs and exemptions is a paperwork exercise that does nothing to advance safety."

Correction: This story was updated to reflect that either the owner/operator of the aircraft or instructor can have the LODA, as long as one person in the cockpit has one.

(reprinted from EAA News and Publications, July 2021)

43rd Annual Jim Wright Memorial Stearman Fly-In



Living history in action!

July 31, 2021

Join us July 31 as we welcome Stearman pilots from all over the west coast for the 43rd Annual gathering of these WWII trainer biplanes!

FREE Admission for all ages!

10:00 AM to 6:00 PM

2475 Jim Wright Way, Cottage Grove, Oregon, 97424

Chapter Newsletter

Check out our web site at chapters.eaa.org/ea604

I have uploaded the newsletters from the past 2 years onto the site so if you want to look back for an article, you can do it by clicking the "Newsletters" tab on the left and then selecting your month. Any months which are lettered in black do not have a newsletter associated with the link. Just go for the blue writing. You can visit this page as often as you like. I will be add-

