

EAA 105

PORTLAND  OREGON



April 2011

Experimental Aircraft Association

Chapter 105 Portland, Or

To Promote Aviation Education, Construction and Recreation



In This Issue:

- Montly Pancake Breakfast ..3
- EAA 105 Fly-In Events4-5
- Presidents Note.....6
- Young Eagles News.....7-9
- Chapter Meeting10
- American Angel.....11-13
- Hanger Event.....14
- Board Meeting Notes.....15
- NOTAMs.....18
- Chapter Contacts.....19
- Classifieds.....21

Welcome to Experimental Aircraft Association Chapter 105.

The chapter, incorporated in 1961, is located in the Portland, Oregon, area, headquartered at Twin Oaks Airpark. We have approximately 200 members, and can with pride say that we are one of the most active and passionate EAA chapters in the country. Our history is rich with aviation innovators and doers, and we continue with that tradition today.

Twin Oaks Airpark – 7S3

www.EAA105.org



Next Meetings:

- Chapter Meeting Thursday April 14
See Page 10 for details
- Board Meeting Thursday April 21

On the Cover:

N288DC - Wendell Foltz' RV-8 visited the February pancake breakfast. I noticed an Aresti card clipped to the panel. This is the February Mystery Plane, and Joe Blank gets a Free Breakfast for guessing right!

Benton Holzworth March 2011

The EAA-105 Chapter sponsors a monthly pancake breakfast, open to everyone!

This popular fly-in event has planes coming down from north of Seattle, up from South of Independence, from all over the Northwest really, so during good flying weather expect a lot of traffic in the pattern. If you are ground bound, it's a good time to come down and see a lot of airplanes! All types, experimental as well as the normal Cessna's and Pipers. and the occasional helicopter.



EAA 105 Pancake Breakfast

Begun by the Chapter in 1994 to raise funds for construction of a hangar, our monthly breakfast has become a local tradition. Folks from all over the Northwest come by car and by air to enjoy our breakfast, walk the flight line, and talk airplanes. Bring the kids, Grandma and Grandpa, wave at the planes and share some great food and wonderful company!

The menu is simple: scrambled eggs, blueberry pancakes, strips of bacon or breakfast sausage, grits, orange juice, coffee, tea, hot chocolate.
Cost is nominal, just \$5.00.

Rain or shine, holidays or not, breakfast will be served the first Saturday of every month. The hangar door to the dining hall opens at 8:00 AM. The hangar door to the dining hall is usually closed by 10:00 AM, but if you're in line by then, you'll be served. No one goes away hungry!



Breakfast KP Duty

Saturday, April 2nd, 2011		Saturday May 7th, 2011	
7:00 AM — 9:00 AM	9:00 AM — Cleanup	7:00 AM — 9:00 AM	9:00 AM — Cleanup
Chuck Carlbom	Brad Bonn	Bob Eurick	Henry Bartle
Andrew Cleveland	Al Cleveland	Jon Friedemann	Dunstan Fandel
Jerry Cochran	Allan Cossit	Roy Glass	Brian Freeman
Bob Duncan	Dave Edtl	James Hand	Darrell Gerrard
Don Dykstra	Pete Forsyth	Lisa Hand	Richard Graves
Steve Ebmeyer	Walt Foster	Dan Harris	David Halmos
Greg English	Garrett Damitz	Ed Hayden	Jenny Hickman
Warren Fraim	Cliff Gerber	Chuck Hess	Rob Hickman
Dennis Fuhrman	Greg Halverson	Ken Howe	Mel Huffman
Bill Fulgham	Pat Hammell	Jim Hubele	Greg Hughes
	Tom Hart		Denny Jackson

Note to Volunteers who cannot serve: Please arrange replacements for yourselves, or contact Len Kauffman. lakauf@comcast.net or 503-885-1920

NOTE: all breakfast volunteers receive complimentary breakfast; just tell cashier that you are working that day.

Aviation Events:

Sat. April 2nd – EAA 105 Pancake Breakfast at Twin Oaks Airpark (7S3)
<http://www.twinoaksairpark.com/directions.htm>
<http://www.eaa105.org/Activities/activities.html#Breakfast>

Saturday, April 9th, 2011 10:00 AM - 12:00 PM - EAA 292 Chapter, Independence - Al Wick (EAA 105) – Want to know how to make a glass panel out of a laptop? Al is the leader in choosing the sensors, software and screen for an inexpensive EMS and system management system that is designed with safety in mind.

April 14th, 2011 — EAA 105 Chapter Meeting, See Pg. 8 for details.

April 21st, 2011 — EAA 105 Board Meeting.

April 9th, 2011 — Hops and Props, Museum of Flight, Seattle, WA. Experience one of the Northwest's premier craft beer tasting events. All proceeds go toward supporting The Museum of Flight. For more info on the event visit <http://www.museumofflight.org/hop-sandprops>

May 24-25, 2011 — Richland Fly-In, Richland, WA. Friday evening barbecue, camping on-field, warbirds, Young Eagles rally, Cool Desert Nights car show in town <http://www.funplacestofly.com/events/eventdetails.asp?EventID=11548>



Fly-In... To Beautiful Sun River Oregon

EAA 105 Fly-out to Sun River is always a great way to venture over the Cascades to the high desert of eastern Oregon and again this year, we have a fly-out to Sun River scheduled for **Saturday, May 14th**. After the Rogue River trip last year, several members flew to Sun River for a late lunch on Sunday. The Hickams loaded up their RV-10 and headed to Sun River with Rion Bourgeois, Ron Poe and several other in trail. After arriving at the FBO, everyone borrowed bicycles and peddled down the bike trails exploring the area but stopping long enough to enjoy a nice lunch at the Trout House, now known as the Hola Restaurant, before peddling back to the FBO and departing for home. What a beautiful flight, with the late afternoon sun setting on the western horizon. Don't miss this great social gathering in the beautiful surroundings of Sun River this year!!

We have reservations for 8 (SWAG) at the Hola Restaurant, 1-541-593-8880, formerly known as the Trout House, for **noon on May 14**. The restaurant can be reached by foot or bicycle from the Sunriver FBO, and has a patio. It is right on the Deschutes River.

Please plan your flight to arrive at Sunriver airport at 11:00 am so we can get a seat if more than 8 show up. If we can get a head count in advance we can increase our reservation, so send Bob or Rion a note if you plan on going.

Here are a few websites about the new restaurant. It is adjacent to the marina, if anyone wants to rent a canoe, and the stables, if anyone wants to rent a horse.

<http://nwpassages.wordpress.com/2011/03/21/hola-opens-a-sunriver-restaurant/>

<http://bbedit.sx.atl.publicus.com/apps/pbcs.dll/article?AID=/20110323/AE02/103230342/1020>

Rogue River Lodging:

You must call the hotel directly to reserve a room and give them a credit card to hold the room for you. We were only able to reserve a limited number of rooms as they were nearly booked up for the summer season! **You must make your room reservations by 5/25/10. After May 25th the rooms will no longer be available.**

Lodge at Riverside- (two blocks from boat launch) www.thelodgeatriverside.com

955 Southeast 7th Street, Grants Pass, OR 97526 (541) 955-0600

- Reserved 5 rooms, 3 Kings and 2 Queens- \$170.00 plus 10% room tax, wine reception and breakfast included- all rooms river view

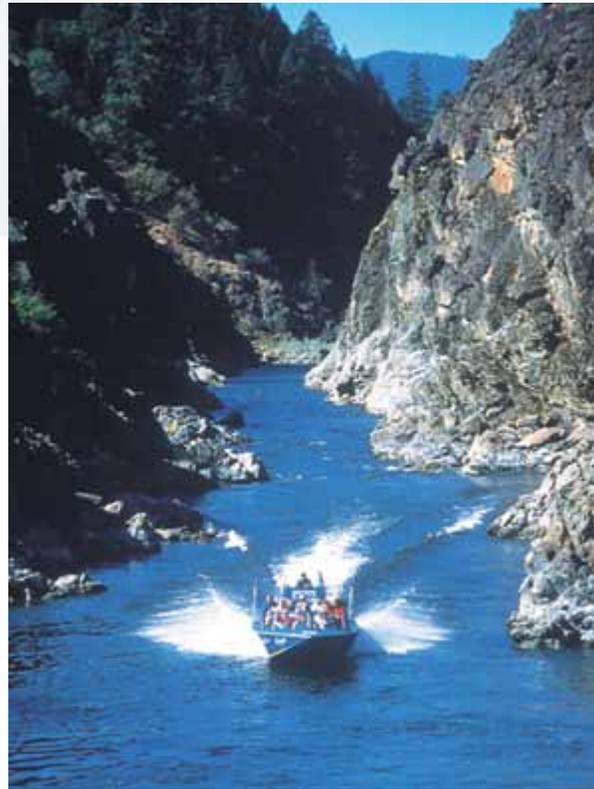
Riverside Inn- (right at boat launch/ ticket ofc) www.riverside-inn.com

986 Southwest 6th Street, Grants Pass, OR 97526 (541) 476-6873

- Reserved 5 rooms, all Queens - \$125.00 plus 10% room tax

Best Western- (10 blocks way) Note: No rooms reserved

- \$107.00 plus 10% room tax
111 N.E. Agness Avenue, Grants Pass, OR 97526 (541) 476-1117



Rogue River Fly-In... **Reserve your space now for this fun event!**

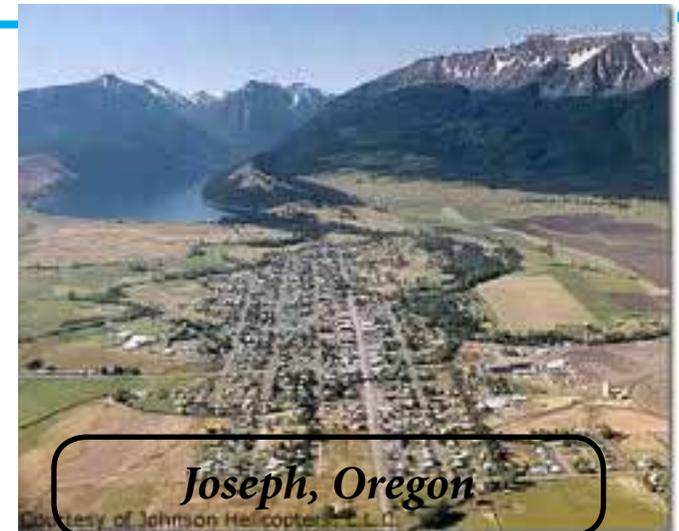
EAA 105 has once again put together a great summer excursion: **a fly-in the weekend of June 25-26th to Grants Pass, Oregon.** In cooperation with the Grants Pass EAA Chapter 725, who will be hosting a breakfast and lunch at the field, we have reserved spaces with Hellgate Jetboat Excursions for a jet boat trip down the Rogue River Saturday afternoon with dinner served on the river and returning that evening.

Boat Trip Reservations- EAA 105 has reserved 25 seats on the jet boat so we all can be together. You will need to contact Bob Duncan, 503-970-3092, (N6TU@comcast.net) to make your reservations for a seat along with a check made out to EAA 105 in the amount of \$60.00 for each person in your party.

Other Fly-In Events in the works: *If you would like to participate in organizing any of these events, or have suggestions for other events, please contact Bob Duncan at n6tu@comcast.net*

June 11-12
June 18
June 18-19
August 13

Joseph, OR Fly-In
Scappoose Fly-In
Nehalem Camp-Out
Port Townsend Fly-In



Joseph, Oregon

A Note from our President: New Chapter Web Site and Membership Info

Ron Singh



If you haven't already noticed, our chapter has rolled out a terrific new website! Although it's at the same web address, it is a completely new design developed by John Jessen with his philosophy that the website is the online presence for the chapter and thus should be considered to be the day-to-day voice of the chapter, while the newsletter is the vehicle for depth of chapter news and represents the chapter as an archival document, something that the website cannot do.

Developing and transitioning to a new website takes a tremendous effort and things could be inadvertently left out, or not work as planned especially with the various web browsers that we may be using. If you discover something that needs attention, please contact John Jessen. John would also like your help in updating the "Planes and Projects" section. Check out that section of the website and send John photos and text to show off your plane and/or project.

In my article last month, I mentioned that we will be publishing a digital membership roster that will be available in a "Members Only" section of our chapter website. We have since decided not to have the Members Only section due to the level of effort it would take to develop and maintain it with the sole purpose of containing the digital membership roster. Instead, we will be distributing the digital roster to each of you at the time of your membership renewal.

Speaking of membership renewal, we have decided that we will move to a universal membership renewal date of January 1st of each year beginning now. The transition to this model will take a bit of work, but we believe that the benefits will be significant. Here's how we expect to make the transition:

- New members will pay a prorated amount of \$5 per quarter for the remainder of the year.
- Existing members whose membership expires later this year would pay the same prorated \$5 per quarter for the remainder of the year.
- Existing members who paid their dues in February or March of this year may deduct \$5 from their membership dues when they renew on January 1st, 2012.
- Members, whose dues lapsed prior to January 2011, will not be required to pay back dues if they pay the full annual amount for this year.

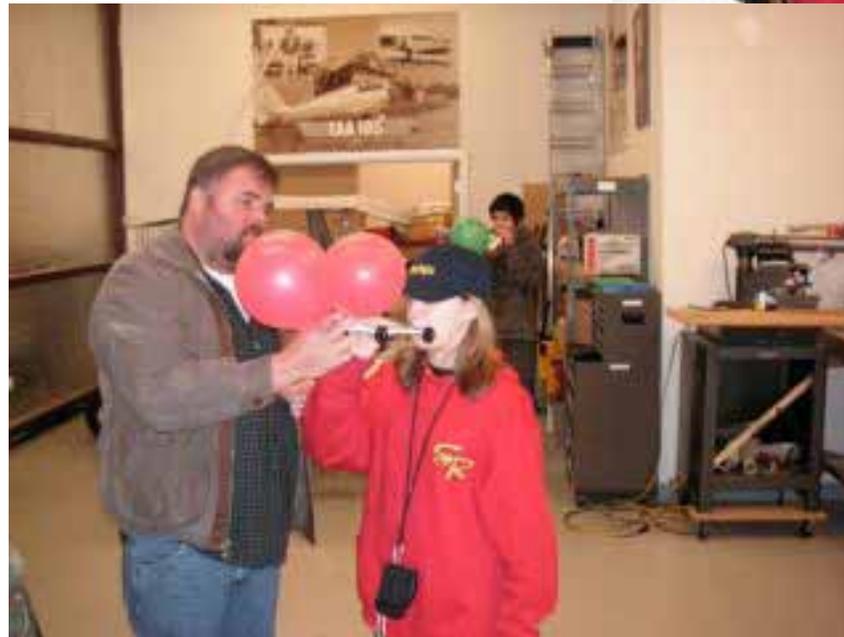
Young Eagles started off without turbulence...

by Kim Vermilliya

On March 19, 2011, we flew an 8th grade science class that combines the study of weather with a flight. It is turning out to be our annual event in March. It allows the students to understand the application of weather in a way that is meaningful to them. We had waited until the last minute to see if the weather was even going to allow us to fly that day. Finally at 1800 the night before it was decided to go ahead and hold the event. Ms. Norman, the science teacher started with 43 permission slips for students to take a Young Eagles flight, and we had anticipated a few walk-ins. We ended up flying 29 kids, some of the students had left for spring break and were unable to attend.

It started with a presentation by Dave Salesky, the kids and parents appeared to enjoy his presentation and asked numerous questions. It was a fine start to the day.

While the kids waited for their flights they built balloon powered cars and raced them on a track designed by Kitty. Kitty was volunteer extraordinaire and the kids even started modifying the original design for a faster car. Luckily, they were called for a flight before they were able to figure out how to add wings. The hanger is not that big.





At one point in the flights, we had four pilots on the ground, instructing their kid. I could see four flights at various points in the pattern and in the air. Including a simulated power out of a flight lesson occurring at the same time. Thanks to Dan Benua and Ron Singh, who had prepared an excellent pilot briefing, it ran smoothly with all the traffic. A huge congratulations to Tom Lourdis, with his flights at the event he achieved wing commander status. A great accomplishment, good job Tom.

We also want to welcome Dustin Woodhouse. This was his first event and he was able to start flying Young eagles. We are happy to have you fly with us.

We had eleven pilots and six volunteers that day and I cannot say thank you enough to all that participated. It is people like them who make our program excellent.



News From National:

Young Eagles Data Shows Big Impact for Program

The March issue of Sport Aviation, EAA chairman Tom Poberezny highlights some of the data that shows how significant the Young Eagles program has been since Tom and inaugural Chairman Cliff Robertson flew the first Young Eagles at the EAA fly-in at Oshkosh in 1992. Of the more than 1.6 million Young Eagles flown since those first flights, some 1.1 million of them in the U.S. are now between the ages of 15 and 34. Within that age group, some of the findings are enlightening and a cause for optimism. For instance, a Young Eagle is 5.4 times more likely to earn a pilot certificate than an American age 15 to 34 who has not taken a Young Eagles flight. In addition, 7.3 percent of all active pilots in the U.S. ages 15-34 were previously Young Eagles. This percentage will only grow as more of these Young Eagles reach the typical age range (late 30s to early 50s) where participation in aviation accelerates.



http://www.eaa.org/chapters/newsletter/110308_web.html

EAA 105 Chapter Meetings:

Meetings are held the second Thursday of the month with dinner at 6:30 and the meeting at 7:00. Meeting topics this year will be varied and of general aviation interest.

Beginning this year, at each chapter meeting EAA105 will provide a light dinner typically consisting of sandwiches, fruit, dessert and drink. There will be a request for a \$4 contribution from those who wish to partake in the dinner.

All are welcome at EAA105 chapter meetings, including family members and guests. Special prizes will be awarded to those who bring a guest.

Description:

Grab a mop to clean up your drool and come get up-close and personal with some classic military and civilian aircraft at the Classic Aircraft Aviation Museum. The museum is a not-for-profit, tax-exempt IRC 501(c)(3) corporation, dedicated to the acquisition, restoration, and operation of classic military aircraft and aviation artifacts. Aircraft on display include MiGs, F-104s, Provost, Hunter, Magister, Sabre, A-26 and C-47. Doug Donkel and his volunteer staff will be our hosts and will provide information regarding their museum and displays.

More information regarding the museum can be found at their web site, www.classicaircraft.org.



EAA105 Chapter Meeting Thursday, April 14th

**Program: Classic Aircraft Aviation
Museum, Inc.**

**Location: Portland-Hillsboro Air-
port (HIO)
3005 NE Cornell
Hillsboro, OR 97124**

Socializing and dinner: 6:30 PM
Business: 7:00 PM
Program: 7:20 PM

The History of the American Angel

By John Stahr

American Angel is a brand new airplane that has never been parked on a ramp, or even flown...yet. Her first flight should occur in May sometime, and flying to the biggest fly-in at the annual Oshkosh Experimental homecoming is the big goal for this year. It does however have a history that dates back to 2002, when a Eugene man named Stan Auferoth sold his Cessna and bought an aircraft kit from Vans Aircraft in Aurora, Oregon. Sixty year old Stan had been a wrench twisting hot rod builder his whole life. His passion was fast cars with great performance. He discovered he had a passion for flying at the age of 55 when he got his pilot's license.



The airplane project became a labor of love, but his other love, his wife, needed his attention as she fell to illness. Stan now needed to be there for her and the plane project would need to wait. Things did not go well, and her passing broke his heart but not his spirit. After some time, he eventually got back to work on the RV-8 project. Stan precisely assembled every piece of metal and was just getting after the engine installation, his favorite part of the project. The complex instrument panel was also underway on his meticulous workbench. All the parts and pieces were neatly stored in boxes, and little cans of fasteners and hardware were labeled for later assembly.

The job would wait again, as one day Stan had an unexpected trip to the hospital with chest pains. Tragically, it turned out to be a one way trip as sometimes is the case, and Stan's dream to fly his own special flying machine was not his destiny. Months later I was invited to Stan's home to help with some questions about his art collection that the family was trying to sort out for an estate sale. I had no idea there was an airplane project in the garage, and upon seeing it, both my wife and I were thinking that plane really needs to fly someday. Maybe we'd be just the people to make it happen. After some considerable thought we made a generous offer to the Auferoth family and promised to keep them in the loop as the plane came to completion. Stan's son has asked to go for a flight in it when we get it all done, tested, and FAA approved. On July 7, of 2007, we came home with a trailer load of airplane parts, and three tool boxes that Stan had collected just for his airplane project, chock full of special tools that you'd probably never need to work on your car.



American Angel, Cont...



Maybe it was just meant to be...

Flying is in my wife Patti's DNA. Her dad was a P-38 pilot in WWII, serving in the Army Air Corps over in Italy. He really loved to fly, and had a dream that he and Patti would some day work together to build a kit plane, so that he too could fly once again. Fate did not let that happen though as cancer took Charlie too soon in a man's life. But Patti still keeps the dream alive. With all that, there are now three dreams that are merging into one special airplane project. Stan's dream, Charles's dream with Patti, and my own dream to build and fly a plane that would stop and make people think of what flying is like when you fly with Angels. Just like in the movie *Always*, I believe all pilots fly with the spirits of pilots who have passed before them. It keeps us thinking straight, and the angels help us make good decisions, something that flying requires to an even higher level than most any other motorsport or transportation endeavor. Even though the metal work was nearly complete, it is said that the last 15% takes 75% of the time. The instrument and radio systems are very complex, and of course the engine system needs every detail and control tuned to perfection. It is the paint job that sets the overall mood and this plane has a special design that is a visual tribute to the significant people, and "the angels" that have been guiding this plane to completion.

The initial idea for the paint job was to mimic a US Navy fighter jet, the two seat version since this is a tandem plane, Blue Angel 7. My involvement with the Blue Angels on an art project led me to an opportunity to fly with the best of the best in 1993...certainly a flight that was a focal point of my flying experience. I was ready to rock with this idea until one of my clients lambasted me for coping out using an imitation of an existing design. I had to reflect and agree with him, since I create original artwork, and persuade all my customers to reach for original ideas and themes. I was driven to design a colorful and dramatic design that would speak out to people when they saw this plane.

The theme is angels, and the artwork reflects that from any viewing angle. When viewed on the ramp or taxiing, it is the brilliant colors and the tail art of the angels that is first noticed. Being a "ramp magnet", a plane that will look racy, sleek and colorful from a distance, it will draw a viewer in for a closer and closer look, until they are down on their knees to see the angel whose wings adorn the entire underside of the plane. Artwork on the top of the wing is easy to see from inside the plane while in flight. The right wing honors Patti's dad, flying one of his 50 missions serving



American Angel, Cont...

as escort and reconnaissance duties. She can feel his spirit when we fly, and it will be even stronger in this aerobatic flying hot rod, a little taste of the flying qualities of a fighter plane.

The left wing honors the Navy Blue Angels. A flight of three angels, with commemorative portraits of the three Blue Angel pilots who have perished in flight ops of the FA-18 Hornet, which is the plane they have flown since the 80s.

The tail art on the left side is a tribute to Stan for starting the project, and also a good friend and customer of mine who passed away in the prime of his life. The two pilots are flying formation with a “high tech experimental angel” who appears to fly on wings of carbon fiber and hand crafted aluminum, a visual tribute to experimental aircraft. The right side tail art is simply a peaceful angel in flight. She’s flying with a relaxed expression, but confidence, important to all pilots to emulate. A couple more angels adorn the wheel pants, for that

nostalgic “pin up art” feel that adorned so many military aircraft over the years.

My wife, Patti, is the inspiration for the bigger than life angel that adorns the entire underside of the plane. The American Angel, wrapped in a gown of old glory, has a wingspan over 20 feet. My hope is that whether viewed from the ramp or at 500’ overhead, she will inspire anyone who sees her. For me, every flight will be flown on angel’s wings.

Hangar Night - April 17th Sunday, April 17th

Cessna 188C + BBQ

Where: Twin Oaks

When: Starts at 3:00 PM; BBQ at 4:00

Fly-In Info:

<http://airnav.com/airport/7S3>



Dust off your high G flight suit. We're going to get some up close and personal time with a Cessna 188C Turbine Experimental coming to Twin Oaks.

Jerry Harchenko and Ron Patton will talk to us about their Cessna 188C Turbine Experimental (what some might incorrectly call a crop duster). If the weather cooperates, one of them will fly it in to Twin Oaks.

Note: This Hangar Night is actually during a Sunday afternoon.

American Angel... Editors Note: I was so impressed with Johns beautiful art work, I asked to see other samples . The photo below is of the Aurora based Nanchang CJ. John also has an oil painting that hangs in the conference room at the Oregon Air National Guard in Portland showing all the aircraft that have flown in the primary mission profile of the OANG since the 40s and an oil painting in the McMinnville Museum depicting the Spruce Goose. Its a wonderful portrayal of the Joy of Flight.



BOARD MEETING REPORT



By Benton Holzwarth, Secretary At Large

February 17, 2011, EAA Board Meeting

Attending this evening: Ron Singh, Michelle Smith, Tom Louris, Jenny Hickman, Benton Holzwarth, John Jessen, Roy Thoma, Bruce Rose, Rion Bourgeois, Dick VanGrunsven, Steve Payne, Ron Poe and Bob Duncan.

The meeting was held at Max's Fanno Creek Brew Pub conference room, Tigard.

The meeting was brought to order at 7:10. Ron showed 'home movies' of his and Michelle's most recent trip to Ron's family home in India while we awaited the arrival of the members.

o Conflict of Interest: First business was for all officers and directors to sign a 'Conflict of Interest' statement, suggested by our chapter accountant. We do this every year with the new crop of officers and directors. It says, in short, we won't recommend or vote for any expenditure where we have a financial interest, without fully disclosing that interest to the board. It's okay for members to 'do business' with the chapter, it just needs to be completely above board and transparent.

o Jan minutes: A couple corrections and clarifications were made to the January minutes as initially circulated. Rion filled in his numbers for the 'pre-approved' spending authority that I'd missed noting at the January meeting. Rion supplied that his pre-approval for 'facilities maintenance' is \$1000, to include \$540 this year for hired steam-cleaning of the breakfast hangar vent-hood and cooking area; Len's budget is to cover maintenance and upgrade of the balance of the cooking equipment.

o TomL had thought he was signing up at the January meeting to handle the B-17 visit duties previously covered by Dunstan Fandel, vs. my notes that he was the fall back if Bruce Eicher (not present at the Jan meeting) was not prepared to take up the duty. Conversations after the Jan meeting confirmed that Bruce was planning to cover the B-17 visit tasks and since then Bruce and Tom are working an arrangement to share the workload.

With those refinements, the January minutes were adopted.

o Ron started the new business with a procedural question, whether our meetings could or should start at 6:30 PM rather than 7:00. After voicing different considerations, the decision was to continue the 7:00 start time for our board meetings.

o 292's Request for Poker Run Help: Chapter 292, hosting the Van's Aircraft Homecoming event this year, approached 105 and Jenny Hickman to see if we'd be interested in organizing an event to help entertain the fly-in guests. They're open to a Poker Run or other suggestions, in conjunction with the Homecoming.

DickV suggests that Van's staff may be stepping up to a more active part in the Homecoming this year, perhaps organizing a Poker Run. Contacts are: Bill Boyle at 292 and Scott Reisan or Joe Blank at Vans.

Action items:

o Picnic Tables: Ron Poe was at Nehalem Bay St recently and snagged a photo of a heavy-duty picnic table design which he forwarded to the board members for consideration. Bob Duncan has been chasing this project back and forth with Bob Stark.

BOARD MEETING Cont....

o At the January meeting, when considering 'pre-approved spending' by the different function/area managers, we didn't know what chapter historian Norm Durrell's plans were. At tonight's meeting, we learned Norm would like ~ \$150 to produce additional displays of the chapter's history and events. The board members present voted to approve Norm spending up to \$200 for further development of displays and memorabilia.

o Scappoose NW RV Fly-In: Steve Payne attended this evening as fly-in boss. As part of our liability insurance coverage that we obtain from EAA Nat'l, we notify them in advance of the date and nature of our events. The notification includes a checkbox list of activities that will be included. Nat'l also provides a list of things that are not allowed -- aerobatics, for example.

Other activities, such as formation flying, as a formal part of the event, are allowed, as long as liability issues are covered.

It's not too hard to make a case that the Blackjack formation team, for instance, flying down from the Seattle area isn't a 'chapter activity,' isn't a 'part of the event.' We control the ground activities at the airport around our fly-in, but it's a public-use airport and they control their arrival. We anticipate they may make an appearance, but have no control or direction over their activities.

A little more sensitive is the local formation team, composed of 105 and other nearby chapter members and non-EAA members. We could make a similar case, that we don't control their activities, except that several event volunteers, including the fly-in boss, also perform with the local team. The fly-in organization is making accommodation for their flight.

The EAA guidelines would be satisfied if the pilots would add the chapter and individual chapter officers as 'named insured's on their policies. The issue for the pilots is that it's a nuisance going through this procedure for each of the handful of shows they fly over each season and there is concern on their part that if they go to their insurance providers too often, they'll either be charged for the individual adjustments to their policies, or the ins-co will decide their formation activity is more than a minor hobby and growing into more of a formal business and review their coverage and premiums in that light.

The plan, as of the February meeting, is that the pilots participating in the formation arrival should not participate in the organization or production of the fly-in activities. Likewise, they'll be asked to not volunteer for their usual slots working in the airplane parking area, etc. Steve will convey that information and position to his fellow formation team members. If this reorganization sticks, we'll have to quickly find additional people to cover the tasks, including fly-in boss, that were previously covered by the FF team folks. Further discussion on the topic was tabled, and Steve will convey that position back to the formation team for their comment and proposals.

In other NW RV Fly-In news, the RV-12 build team is considering stepping up to cover the event t-shirt design and production. [Late breaking news, their -12 is in the Stark's paint shop now.]

o Other business:

o Nat'l's request for chapters to contribute to a fund that would be used to assist chapters with infrastructure, like setting up websites. Nat'l is seeking donations of \$100, to be matched by some organization. Chapter voted to make the \$100 contribution following some discussion as to how this fits into our charter and priorities.

o 50th Anniversary: The board approved \$500 for BruceR to order several hundred chapter 50th anniversary commemorative pins. Bruce anticipated the total at around \$325 for bronze-enamel parts. Bruce's idea was to get enough pins made up that they could be shared very liberally. We're also entertaining Norm's idea to have anniversary patches made up.

Mystery Plane Contest!!

**Do you recognize this plane??
The first three people to send the type of plane and name of the owner to:**

EAA105Newsletter@gmail.com

will win a FREE PANCAKE BREAKFAST!!

That's right, Your Newsletter editor, Debbie Dive-Bomber, will treat you to a delicious pancake breakfast if you reply with the owner of this plane, and what type of plane it is.

(fine print: answers must be received by April 20th, and winners must attend the May pancake breakfast. Well, ok it does not have to be May, it can be June, but I do have to receive your response before April 20th)



BOARD MEETING Cont...

We're negotiating for a chapter visit from Rod Hightower. We're trying to coordinate a visit in conjunction with an anniversary event. Perhaps we can arrange something around the time of the B-17 visit. An alternate recommendation is to make a 50th anniversary event its own thing, a full day event, not in conjunction with the B-17 or anything else.

o Dick talked about member workshops that would cover topics like promoting safety and increasing aviation participation. John, Dick and Ron are primed to participate on the organization and planning. They'd like to encourage other members, the broader membership, to join in the planning.

o John reminds us that new, fresh content is always welcome for the website, that he's not going to create everything himself, and in particular the folks responsible for the various activities, Young Eagles, etc, need to check their pages and offer corrections and new material from time to time.

o B-17 Visit: The advance work is under control. As in years past, Rion will cover the paperwork exchanged with nat'l. Bruce Eicher and Tom Louris will share responsibility for the activities like lining up volunteers, and advertising. Tom brought the posters, showing very high quality printing he'd had produced by one of his clients (?), and was handing out for distribution to local airport offices and the area av museums. Bruce has lined up B-17 and P-51 pilots to participate in the media-day flights.
The meeting adjourned at 9:35.

Mystery Plane Contest!!

**Last months winner of a
FREE PANCAKE BREAKFAST
Is Joe Blank!! Hurray Joe!! He replied with:
The photo is of Wendall Foltz RV-8 built by Dick Koliander...**



NOTAMS



The Northwest RV Fly-in is scheduled for June 18th, 2011

but won't happen without a team of volunteers to organize and run it. So, if you are the organizing, contributing, or bossy (as in fly-in boss) type... the chapter wants you

We need:

1. Fly-in Boss -- 1 person to coordinate with the Port of St. Helens, the FBO, the vendors, and the crew chiefs.
2. Grounds Setup Crew -- 1 crew chief and 4 or 5 people to bring over and set-up tables, chairs, T-shirt sales tent, etc.
3. Auto Parking Crew-- 1 crew chief and maybe one other person to set up signs and guide the first couple of cars in. They also will take down and pack up signs when finished.
4. Airplane Parking Crew-- 1 crew chief and 6 to 10 people spread over a couple of shifts.
5. T-shirt sales -- 1 crew chief who designs the shirt and one or two assistants to help with sales.

Besides the fun and satisfaction you would get from participating, the fly-in boss and crew chiefs get a free T-shirt for their efforts. The job duties are pretty straight forward. We have a documented aircraft parking plan, but the rest is pretty ad-hoc. The event runs from 10:00 am to 3:00 pm.

Please contact me via email (ron.singh@eaa015.org) or phone (971.998.6989) if you are interested in volunteering.

Bruce Eicher is looking for volunteers for the B-17 tour

- Friday, Saturday and Sunday May 20-22
- Need 4-5 souls for AM shifts, and 6-7 souls for PM shifts each day
- AM shift; 7:30-1:00, PM shift; 12:00-5:00 Shifts could run over if busy.
- Positions will include greeters, tour guides, souvenir sales, crowd control, and plane's ground crew and prop spinners.
- All volunteer's names will be thrown into a drawing along with the young eagle volunteer's and pilots for a ride on the B-17 to the next destination, Seattle.
- Information material (cheat sheets) will be provided to make you an expert tour guide!

Please e-mail Bruce Eicher at Bruce@WilsonvilleDiamond.com



Chapter 105 Officers and Board

President / Hangar Events	Ron Singh	503-646-2144 ron.singh@eaa105.org
Vice President / Meeting Coordinator	Bruce Rose	503-848-2228 bruce@falcondesign.com
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Ad hoc projects	Tom Louris	503-914-8009 c tlouriscomcast.net
Newsletter Editor	Sandra Bes	EAA105Newsletter@gmail.com



The Next EAA 105 Board Meeting
is scheduled for Thursday April 21st .
At the Twin Oaks Chapter Hangar

Safety Presentations at our monthly Chapter Meetings:

The following members have volunteered to make a 5 minute safety presentation at the EAA 105 General Membership Meetings. If you would like to share a safety related experience or have a particular subject on safety that you would like to present to the membership, contact Bob Duncan (N6TU@comcast.net).

April - Roy Thoma	Sept- John Jessen
May- Rion Bourgeois	Oct- Tom Louris
June-	Nov-
July- Ron Singh	Dec- no meeting



AA Flight Advisors are EAA member-volunteers who can help you prepare for the first flight of your new aircraft. They will provide guidelines that can help the decision about who should make the first flight in your plane and also craft a proper first flight and test phase plan. If you need more instruction in a certain type of airplane, a Flight Advisor can help you find it. If you choose to have a test pilot fly your airplane instead, a Flight Advisor can help you find and evaluate other pilots. Flight Advisors also have the resources of EAA available to assist you.

Mike Seager	Hillsboro-Portland area	503-429-5103 hm, 503-429-1562 hangar, rv6cfi@hotmail.com
Tom Sampson	RV-9A and RV-7 builder, Portland Area	503-590-6575 thomas.e.sampson@comcast.net



An EAA Technical Counselor is an experienced volunteer advisor who shares knowledge and expertise to aircraft builders. These Technical Counselors are part of the “member helping member” tradition of EAA. They advise builders on constructing a safe, airworthy aircraft for final FAA inspection.

Dan Benua	RV-6A & RV-10 builder, Hillsboro-Portland area	503-702-5387 danbenua@yahoo.com
Joe Blank	RV-6 & Taylorcraft builder, Molalla-Portland area	503-784-9755 jblank6@gmail.com
John Cox	RV-10 & Lancair, A&P/IA, Portland area	503-684-6001 johnwcox@pacificnw.com
Tom Sampson	RV-9A and RV-7 builder, Portland Area	503-590-6575 thomas.e.sampson@comcast.net
Jake Thiessen	Multiple RV builder, Independence-Salem area	503-606-0569 jaknjoan@minetfiber.com



Adds are free but subject to editing. Aviation related ads are given priority. We reserve the right to refuse any ad. Submit to the Editor at:

EAA105Newsletter@gmail.com

Ads will run for four issues, and may be renewed by emailing the Editor.

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EAA 105

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4132 Hrs TTAF, 160 HP, O-320A2B, 560 Hrs SMOH, B&C Starter, B&C Alternator, Borer Prop, Super Cub Tail, Flaps, Booster Tips, long-range tanks (61 gallons total fuel), Float Fittings, Lifetime sealed struts, KLX 135 GPS/COM, KT 76A Transponder, Night VFR panel, PS 1000 II Intercom, Attitude Indicator, EGT/CHT Gauge, Strobe Lights, Landing Lights, Extended Baggage, 8.50X10 Wheels and second set of 6.00 X 6 wheels.

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Located in Troutdale Oregon (KTTD)

brianjfreeman@msn.com 503-666-1606 (home), 503-307-9290 (cell),

For Sale: Rans S-7 Courier (N7222Y) and a Neiport kit with a new Greatplains VW engine. \$ 10,000 takes all. Many times that invested, but I just want to get rid of everything. No negotiating, 10 grand takes all. **Mike Brown 503 789 2436**



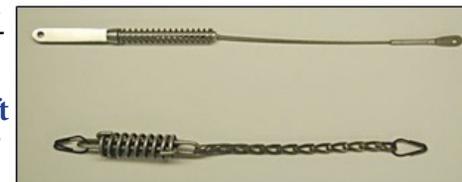
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MARK YOUR CALENDARS!!

NEXT CHAPTER MEETING
THURSDAY April 14
Classic Aircraft Aviation Museum, Inc
Portland-Hillsboro Airport (HIO)
Hillsboro, OR 97124



EAA 105 Newsletter Editor
3360 NE Jackson Rd. Loop
Hillsboro, Or. 97124

FIRST CLASS MAIL

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