

Experimental Aircraft Association Chapter 105 Portland, OR

**Twin Oaks
Airpark—7S3
www.EAA105.org**

**The Purpose of
EAA Chapter 105
is to Promote Aviation
Education, Construction,**

122.75

J. Rion Bourgeois, Chapter President

B-17 Visit Scratched

Our June will not be so busy after all. The landing gear on the Aluminum Overcast collapsed on roll-out at Van Nuys Airport last month, and she will not be repaired in time to complete her tour this year.



June Meeting Third Thursday This Month, July Meeting Second Friday Next Month

Please note that the June meeting at Ken Scott's house on Dietz Airpark is the THIRD Thursday of the month this month on June 17. The project is Ken and Ken Krueger's Pipsqueak project. For those looking ahead, the July meeting is Friday, July 9 at 7 pm at Mike Wilson's tent at Arlington. BYOB and chair, but there will be finger food.

Young Eagles at Scappoose

We will be giving Young Eagles flights to the ACE Campers from the Airways Sciences Center summer camp during the fly-in at Scappoose on June 19, 2004. To help with Young Eagles' flights, please call Harvey Cheney at 503-647-7546. And if you were wondering, no the Scappoose Fly-in is not limited to RVs. Mike McGee and his crew have been working away behind the scenes, and this year's fly-in is shaping up to be a humdinger, even without a B-17 flyby.

Poker Run

If you haven't already, be sure to include the 3rd Annual EAA Chapter 105 Poker Run on your calendar for Saturday, June 26, 2004 at Twin Oaks Airpark. The run starts at Twin Oaks with registration in the a.m., and the other stops are McMinnville, Tillamook, Astoria, and Scappoose. A barbecue at the chapter hangar concludes the day in the afternoon. Come on out if you are feeling lucky or hungry.

HELP NEEDED at the RV FLY-IN!



Call Marcy Lange (503-397-2488 hm. eves, 503-397-1478 wk. days or e-mail: iflynrv@langair.com) if you can help with the food for the RV Fly-In **June 19th**. Mostly I just need help that day, and I'm not particular about gender help, men or women, any help will be appreciated. Also, **Harmon Lange** is heading up the **Set Up** committee and needs help. You can call him anytime at 503-397-1478 or e-mail: harmon@langair.com

In This Issue

122.75.....	1
N6810B's First Flight	2
What I Did on my Summer Vacation:	
Three Days on Lake Washington	3
It's Poker Run Time Again!!!	5
Excitement Builds for the Russian Visit to Chkalov Days.....	6
13th Annual Northwest RV Flyin	7
Do You Want To Do It On The Table,	
Or Would A Mattress Be More Comfortable For You?	8
Project Visit: Ken Scott 'n Ken Krueger's Pipsqueak project	9
Meeting Recap: Mike McGee's Alternative Engine Showcase..	11
Benefit Dinner for Chkalov Cultural Exchange Committee.....	15
PoP—HIO Airport Noise and Helicopter Issues Meeting.....	15
Buy/Sell/Trade.....	15
Board Meeting Highlights	17
2004 Aviation Calendar.....	18
EAA Flight Advisors and Tech Counselors	19
Breakfast Volunteers	20

Breakfast News

The good news is the weather was great again at the May breakfast, and we had another big crowd and lots of flyers-in. The bad news is that several of the second shift volunteers failed to show, and the regulars had to work until almost noon to finish cleaning up. Everyone seems to agree that our monthly breakfast is a wonderful event for our members and the general aviation community in general, and we should continue to host it. It provides pilots and aviation enthusiasts a wonderful opportunity to interact, and it also provides an opportunity to give Young Eagles rides and allow the general public to interface with aviation. However, the breakfast doesn't just happen. We need the volunteer labor provided by the membership. That is why we post the names of the sixteen monthly volunteers in the newsletter. We really do need their help. If you are listed and can't make it, please call another member and offer to trade months with them, and if you can't find a substitute, call me so we can try and make other arrangements. We are re-instituting our old practice of providing name tags for the volunteers so please look for your tag when you arrive. Your participation is crucial for the success of the breakfast. Remember, many hands make light work.

Last Month's Meeting at Mike McGee's Hangar (Alternative Engines)

Great meeting! Look for details elsewhere. Boy, that Jim Pace turns a mean hot dog. Have Food Handler's License, will travel.

Hare Vs. the Hares Vs. the Tortoise

Well the results are once and for all officially final. Mike Robertson has flown the hours off Joe and Char Miller's quickbuild RV-9 (the hare), and my standard RV-4 (the tortoise) still hasn't flown. However, it is painted, and I am down to mounting control surfaces, wiring the external lights, and checking systems, so the end of the build-

ing saga is near, and the flying saga is nearly here. No really, I mean it. I will fly this year. Really. This is the year. No doubt about it. In the meantime, the Hickman boys (RV-10 kit) have been distracted by their parents recent purchase of a home on Dietz Airpark and the remodel thereof, so it looks like I will get into the air before they finish their tail kit, and Randy Lervold (RV-3) is suddenly the favorite in their race to see who flies first. By the way, Brent Ohlgren has done the first flight of Bob Haan's RV-6A, Denny Jackson has flown his RV-8, Mike Robertson has done the first flight of Charlie Kaluza's RV-6A and Joe Blank has flown his RV-6. Congratulations Bob, Dennis and Charlie and Joe.

Dues Note

For some time now, annual dues have been \$25 for new members, and \$20 for renewal of existing members. We no longer make permanent name tags for new members, and it costs about \$20 in copying charges and postage to mail twelve issues of the newsletter. So the board has voted to make some changes in the dues assessment. Dues for new members is now \$20. Starting with the 2005 calendar year, at your next renewal your dues will be \$20 if you are only receiving your newsletter by e-mail, but they will be \$25 if you are receiving your newsletter by snail mail.



N6810B's First Flight

....after 5 years, 5 months, and 4 days of construction, my RV-6 made its first flight Sunday evening 05/02/04. A special note of thanks to all those involved with the support of this project are my wife Tricia, son Jamie; Mom, Dad, and Dave; all the folks at Van's (including Dale Giese and Tom "just build it" Green); Mike Robertson, Dan Benua, Randall Henderson, the Homecoming/EAA 105 Chapter, Mike Seager for the excellent training, AeroSport Power for building a beautiful powerplant, and Doug Reeves at vansairforce.net.

Attached are some pictures from the event...Enjoy! (I know I did...!) Joe Blank
RV-6 N6810B Flying!
jebblank@molalla.net



What I Did on My Summer Vacation: Three Days on Lake Washington

Don Hammer



All right don't run off, I promise this won't be the literary equivalent of the vacation slide show that your neighbor made you sit through last fall. With that settled, this tale started last July when I decided that the time was right to get a seaplane category add-on. For quite some time it had been my desire to get a seaplane add-on, but for various reasons, financial and otherwise, I just never made the effort to do so. As it so happened my flight review and my aircraft owners insurance came due more or less concurrently last summer. What might such a confluence have to do with anything, you might ask? It turns out that my insurance company was offering some small but non-trivial financial incentive to take additional flight training. This offer played into some primal



N9666P is Kenmore Air's 150 HP Piper PA-18. Photo: Don Hammer.

desire of mine that involves denying a poor struggling CFI of some hard earned cash for conducting a flight review. Thus it was that I was finally inspired to take that drive from Portland to Seattle to meet with the fine folks at Kenmore Air.

Over the years Kenmore Air has consistently come highly recommended whenever I have asked for such referrals. So, it was never any question where I might go when the opportunity finally presented itself. Kenmore Air is located, not surprisingly, in Kenmore, Washington at the northern tip of Lake Washington just east of Seattle. Kenmore Air is the largest and busiest seaplane port in the Pacific Northwest. They provide air-taxi service to the region's myriad islands that are spread out across the Puget Sound.

Their pilots are likely the most experienced in the industry so as to provide a wealth of seaplane expertise that would be hard to come by at almost any other training facility. In addition to their air-taxi and charter services, Kenmore Air also provides sales and maintenance services as well as a manufacturing facility for their own turbine version of the venerable De Havilland Beaver. Short of the huge seaplane base at Anchorage, Alaska, Kenmore Air can still be considered quite an impressive place.

Even in the rain soaked Pacific Northwest, the weather in July can be the best in the country thus making it practical to schedule a three or four day crash-course - oops, should never use the word "crash" in reference to anything aviation. Anyway, in less than a week one can easily accomplish the appropriate amount of flight and ground training necessary for the inevitable check-ride. This makes it possible for those of



This is how the seaplanes are taken from the water ramp to their tie down positions. In this case the seaplane has already been lowered to about the 60% level. It had been raised about half again higher to clear the flight office when it was first removed from the water ramp. Photo: Don Hammer.

us who live miles away to grab the spouse, find a nice hotel, and settle into a short working-vacation with the goal of acquiring a seaplane rating at the end of the stay. I am careful to use the term working-vacation because, although your spouse will be "soaking up the rays" at the hotel's outdoor swimming pool, you'll find yourself quite busy either in the air or absorbing the ground school material. Speaking as the poster child for the Checkrideitis Foundation I can certainly relate to those pilots like me who would rather take their training over time so as to sneak up unseen and unannounced on that nasty old check-ride. Nonetheless, I survived and so will anyone else who finds that check-rides produce an allergic reaction.

I opted for the all-inclusive training package offered by Kenmore Air. As of the summer of 2003, this training package cost something shy of \$1500. The training package included sales tax, six hours of flight training and enough ground schooling to get you prepared for the

oral exam. It even covered the cost of the check-ride. Six hours is a typical amount of flight time for such training, but addition time can also be purchased if needed. The course itself is well structured and each student will be given a packet which includes a syllabus, a collection of study material, and a worksheet covering the typical sorts of questions that may be encountered in the oral



Above: Isn't this how we picture ourselves, on floats? Photo courtesy www.kenmoreair.com. Below: A Turbine Otter is removed from the water ramp on a dolly that is pulled by the granddaddy of all power tugs. Photo: Don Hammer.

exam. In the summer of 2003 Kenmore was using two PA-18 (a.k.a. Super Cubs for those who don't have the magic decoder ring) trainers mounted on standard EDO-2000 floats. N390CC was a brand new Cubcrafters PA-18 with a 180 hp engine where as N9666P was an older, but well maintained, Piper PA-18 with a 150 hp engine. I was familiar with the PA-18 from my glider towing days so it was old home week for me. But those who have only experienced the more ubiquitous Cessna or low-wing Piper might at first find them a bit odd-to-the-touch with the stick in the right hand and throttle or manual flaps in the left.

I will not bore you with the details of the ground schooling, but I should mention that this is a check-ride like any other and the oral exam will be conducted with same thoroughness that you have experienced with your landplane exams. In addition to many of the topics that pertain also to landplane operations, it can be expected that you will cover and be tested on a whole new universe that is unique to seaplane operations. This is a broadening experience and can be a whole lot of fun. Examples of the ground school topics are: seaplane base rules, marine navigation, seaplane characteristics, interpreting water conditions, step taxiing, sailing, windy weather operations, casting off, docking, and confined area operations. You need not let any of this ground school stuff intimidate you, though. The provided study materials and your flight instructor will guide you through this with easy confidence.

Now I come to what all would agree is the truly fun stuff, that is, the flight training. This is where the typical author of such articles boasts of his or her superior piloting skills that can only

leave an instructor utterly dumbfounded by the student's singularly unique talents. You, the reader, are often made to suffer through page after page of daring exploits reminiscent of one of Earnest Gann's autobiographies. Such flowery and profuse verbiage has caused me to arrive at two conclusions: (a) those authors get paid by the word and (b) they possess a most vivid imagination, at least where their piloting skill are concerned. In contrast, those of us mere mortals and amateur writers who don't get paid, by the word or otherwise, have developed a more economic writing style. As for me, I'll only mention that both my instructor and I survived the six hour tour of duty unscathed and totally dry. I mention ending up dry because seaplane students have been know to fall off a float or two during casting-off or docking maneuvers. This is just one example of the hazards that are unique to seaplane training. I wouldn't worry too much, though. I don't believe that a close encounter with the fishes constitutes grounds for failing a check-ride unless, of course, you do so while taking the seaplane along with you.

One could not ask for a more beautiful training site with the Seattle skyline to the west, Lake Washington or Lake Sammamish below, and the Cascade Range foot hills to the east. The snow capped Mt. Rainier, topping out at 14,410 feet, stands just a mere forty or so miles to the south east. One of the sights of interest is Bill Gates massive mansion overlooking the east side of Lake Washington. Everyone speaks so much about Mr. Gates' mansion, but I can assure you that his neighbors aren't hurting too much financially either.

You can expect that your flight training will cover such maneuvers as minimum controllable airspeeds, power on/off stalls, steep turns, normal take-offs/landings, rough-water take-offs/landings, glassy-water take-offs/landings, crosswind take-offs/landings, go-around pro-

cedures, step taxi, sailing, emergency landings, and docking/handling. As a flight instructor in landplanes, I find that I can't always set up a situation where a simulated emergency landing can be performed to completion since it is hard to ensure that there will be a runway within easy reach. However, for seaplanes, if it is wet below chances are you have an acceptable runway. We usually had plenty of water below us since Lake Washington is of good size. It seemed that I had opportunity to perform as many dead-stick landings as any other. A lesson to learn by a landplane pilot like me is that a seaplane may actually have an advantage over its landlocked brethren when it comes to finding suitable places for a safe forced landing. It may be that much of a seaplane's flight is done over a perfectly good expansive "runway". Although, as a landplane pilot I will have a hard time getting used to the fact that my "runway" is being utilized by hundreds of people for recreational purposes. That is something we don't generally have to deal with on land based runways.

If it looks like seaplane training at Kenmore Air might be the sort of experience that you're looking for you can



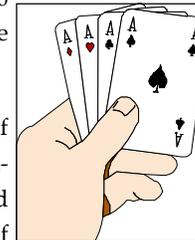
One of Kenmore Air's Turbine Beavers.

find all the information that you need to get started on their web site at www.kenmoreair.com. The link to their flight training information is located under the "For Pilots" section in the lower left-hand corner of their homepage. Before I conclude, allow me to provide a word of advice, if I may. I was able to complete the training in three days because that was all that I had available. Nonetheless, the instructors will wisely recommend that you allow for at least four days even though six hours seems like little enough flight time to do in just a couple of days. First, the weather has a habit of being randomly uncooperative. Secondly, the check-ride itself will take the better part of the last afternoon. Thirdly, don't cut short your study time for the ground school material. This is supposed to be a fun experience and you'll probably want to have your evenings free to enjoy the Seattle area while you're in the neighborhood. And finally, the six hours of flight time is based on Hobbs meter time and not actual time. You spend a lot of instruction time with the seaplane shut down as you learn such maneuvers as sailing, ramping, and docking - not to mention the more mundane activities such as preflight and postflight preparations. I found my three days to be quite busy and that with perfect weather the whole time.

Good luck with your new adventure. And, oh, make sure to wear no-slip deck shoes. Remember what I said about one's first experience at casting-off or docking. You don't want to be one of those students who end up in one of the stories told at places where instructors gather.

It's Poker Run Time Again!!!

Has it been a year already? It's hard to believe, but this will be our 3rd annual EAA Chapter 105 poker run. Also known as "the most fun event of the year". The date is Saturday, June 26th starting at 10:00 AM and ending at 3:00 PM with the awarding of prizes and a barbeque.



Just a quick review on the workings of a poker run...you fly to each destination, are dealt a card at each stop and whoever ends up with the best hand of poker wins. This year's destinations include: Scappoose (Transwestern Helicopters), McMinnville (Cirrus Aviation), Tillamook (Air Base Café at the museum-opens at 10 am), Astoria (Run Way Café) and Twin Oaks.

This year we are trying to make the poker run self-supporting. The entrance fee will be \$15 for Chapter 105 members and \$20 for non-members. Passengers are once again invited to play. Your entrance fee gets you: a chance to win some fabulous prizes, a 2004 poker run t-shirt (while supplies last), more fun than you can stand, and a delicious feast.

You may start your fun at Twin Oaks by 9:00 AM, have a little coffee and a snack, pick up your t-shirt and instruction sheet and be on your way. You don't have to start at Twin Oaks, but be sure to return to Twin Oaks by 3:00 PM for the awards ceremony and the BBQ.

So, if you haven't done it already, mark your calendars, pray for good weather, stop trying to figure out ways to cheat (I'm smarter than you and have already worked all that out) and come on out and join the fun. If you have any other questions, call me at 503-524-3190.

See ya' there,
Jenny Hickman

Oregon International Airshow Volunteers Needed

The airshow at Hillsboro will happen this year on August 13, 14, 15. They are looking for volunteers. If you are interested contact:

Laura Baxter, Volunteer Coordinator
Oregon International Airshow—Hillsboro
PO Box 37
Hillsboro, OR 97123
Fax: 503-629-8174
lcbaxter@mindspring.com

Oregon International Airshow 2004

TO HOST THE U.S. NAVY BLUE ANGELS
AUGUST 13-14-15, 2004



A STORM OF ENTERTAINMENT COMING OUR WAY!
U.S. NAVY BLUE ANGELS & FAT ALBERT—GREEN
BERET PARACHUTE TEAM—FRASER BLUES—RED
BARON SQUADRON DUO—ERIC BEARD IN "RUSSIAN
THUNDER"—DAN BUCHANAN WITH "FLYING COL-
ORS"—GREG POE WITH CRUCIAL EDGE 540—
MILITARY DEMONSTRATION TEAMS, FLYBYS AND
STATIC DISPLAYS <http://www.oregonairshow.com/>

News from IAC-77 — Aurora

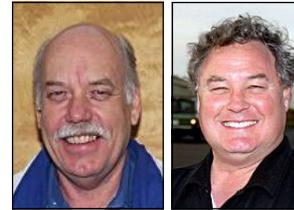
Via Robert Toppel

The Pendleton contest has been
rescheduled for August 26 — 28.

IAC-77 now has a website: www.iac77.org



Excitement Builds for the Russian Visit to Chkalov Days Celebration



Brent Anderson Carl Dugger

It's always difficult to tell how or even whether any international arrangements will work out, but it now appears that at least one and possibly as many as three Russian military aircraft will be visiting the area in mid-June. (The news article to the right was forwarded by Colonel Chuck Miller, the U.S. Air Force Attaché to the American Embassy in Moscow.) Brent Anderson has been working with Carl Dugger and the Chkalov Cultural Exchange Committee (CCEC) to help organize events for this very senior, visiting Russian Air Force contingent.

At press time, the TU-95 'Bear' bomber is definitely coming but the Ilyushin 78 tanker and IL-76 are uncertain. This will be the first time a Bear bomber has come to the U.S., so this is a great honor for the Portland/Vancouver area.

With possible second and third aircrews now expected, there is a need for several more people to host home-

stays for our guests. They'll be in the area June 15—22, and need rooms for the week plus transportation to/from the daily meeting area in Vancouver. Please let Carl Dugger know, if you can help: duggercr@aol.com or 360-906-6729(wk) 360-835-8831(hm)

U.S. security will allow only members of CCEC and their families to visit the bomber. If you are not yet a member, send \$20 (Individual) or \$25 (family) for membership to:

CCEC
1701 Broadway #275
Vancouver, WA 98663

Please make note with your payment, if you're interested in a tour of the TU-95 'Bear'.

MOSCOW. June 4 (Interfax) - The Russian TU-95MS Bear strategic bomber will conduct a flight to the U.S. for the first time, Colonel Alexander Drobyshevsky, head of the Air Force press-service, told Interfax-Military News Agency on Friday.

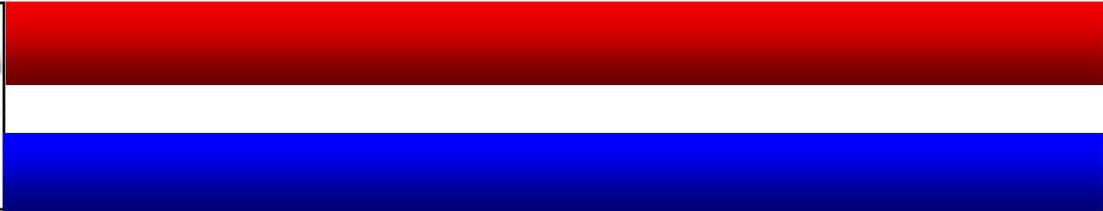
According to him, the strategic bomber's flight is timed to the 100th birthday of famous Russian test pilot Valery Chkalov to be celebrated on June 15-21.

"The ferry flight will be conducted along Chkalov's route from Russia to the U.S. via the North Pole," Drobyshevsky said.

He also noted that the TU-95MS would be refueled in the air over the Arctic Ocean outside the Novaya Zemlya archipelago by the IL-78 Midas tanker.

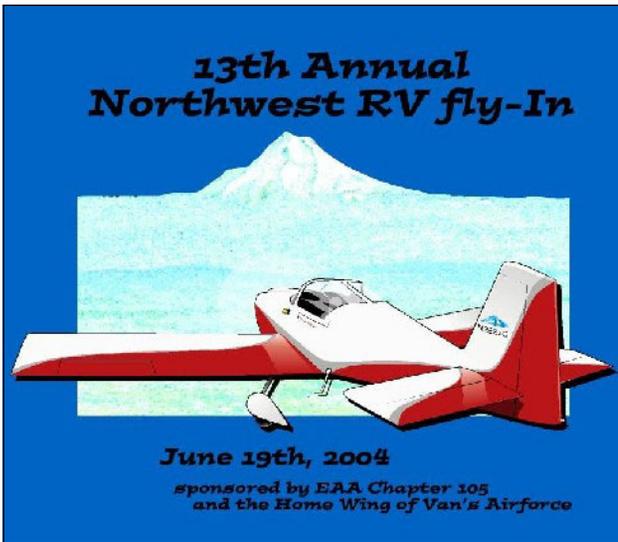
The TU-95MS is to fly from the Russian Air Force base in Engels to Portland, while the IL-78 from Anadyr airbase to Portland. The IL-78 will carry a delegation of Russian Air Force officials and various equipment for the bomber.

"It will be the first time Russian aircraft of this type visit the U.S.," he emphasized.



Getting ready for the 13th Annual Northwest RV Flyin

Coming up on Saturday, June 19th is the Northwest's premier RV flyin. Attracting dozens of RVs from most of the west coast and a ways east, we typically see around a hundred RVs at Scappoose on this Saturday before Father's Day.



This is also the waypoint for groups that head for the Salmon Arm, BC Fathers Day Flyin. Also, don't forget the Bremerton Air Show that weekend. A stone's throw by RV standards and they welcome experimentals for display.

Call / Email a Crew Chief and Volunteer!

Preparations continue and it is time to fill the volunteer rosters for the ground crew positions. Gary and Don need help with auto and aircraft parking. Harmon needs help setting up and taking down the tables and chairs for the hamburger feed. Marcy needs help cooking the burgers and Randy needs help selling shirts. Mike needs help with the ground control radio. These folks are your Crew Chiefs for the day and would like to get a volunteer for each half hour slot between 0800 and 1400 on Saturday. In addition, we will be loading up tables and chairs at the Chapter 105 hanger on the Friday evening before the flyin (June 18th) and can use some help there.

If you have not worked a volunteer slot at the flyin before, ask anyone who has. This is one of the best ways to get a chance to meet everyone coming through. It doesn't take much time out of the day and you get plenty of opportunity to check out all the planes.

These are the jobs we need help with and the Crew Chiefs in charge of each:

Gary Dunfee — Auto Parking —
garydunfee@ccwebster.net or 503-631-7262

Don Wentz — Aircraft Parking — don.wentz@intel.com

Harmon Lange/Marcy Lange — Grounds Setup/Food service — weflyrvs@crpud.net

Randy Lervold — T Shirt Sales — randy@romeolima.com

Mike Wilson — A/C Ground Radio —
james.mike.wilson@intel.com

Any other questions contact Mike McGee, 13th Annual Flyin Boss, jmpcrftr@teleport.com or 503-701-6315

See you at the flyin!

MGM



Do You Want To Do It On The Table, Or Would A Mattress Be More Comfortable For You?...

Amit Daggan

There are a few builders who have built nice and sturdy dimpling tables, to facilitate dimpling skins with the c-frame bench riveting/dimpling tool. Such tables are



really a great help when dimpling large skins by yourself, otherwise you would have to try and support the entire skin on a surface the size of a dimpling die.

For example, here is one that is built into the work bench (Sam Buchanan's):

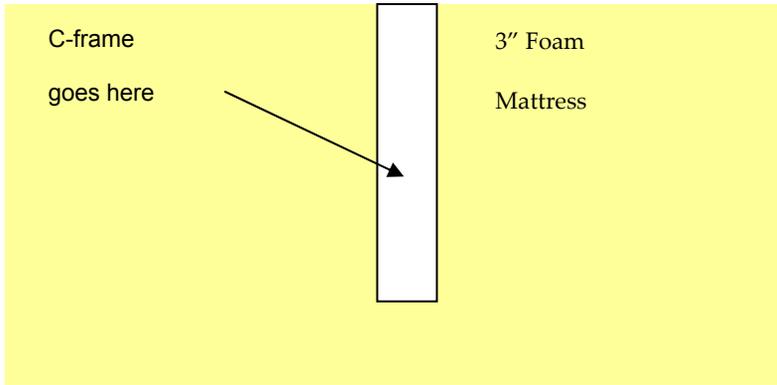


I would like to propose a softer approach to the same problem: A dimpling mattress. This is a good time of year to get camping mattresses (I am talking about the 3" foam ones, about \$10 or \$15 at your local Fred Meyers/Wal-Mart/k-mart).

The foam is quite soft, and I don't know how comfortable it is to actually sleep on, but it can be very handy in supporting large skins for dimpling.

I got one of these, and cut a rectangle out of the middle, to fit the foot print of the c-frame.

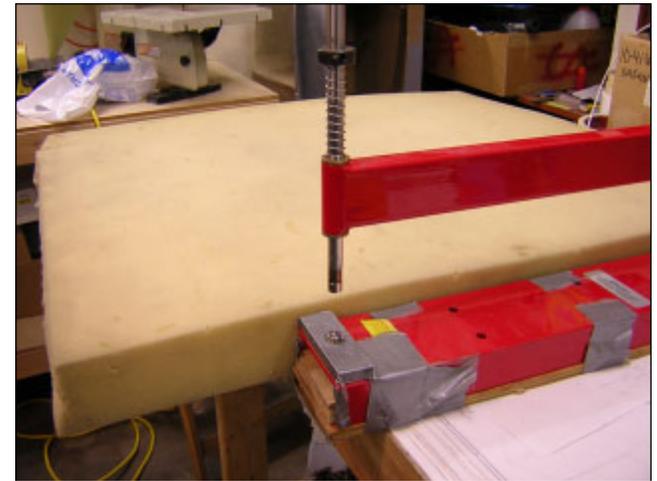
Depending on the version of the c-frame, you might need to attach a shim to the bottom of the tool, to ad-



Later in the project, I ended up cutting the mattress to smaller pieces, and using them for various other purposes, such as protecting assemblies from aluminum shaving scratches while they rest on the bench, or to support my weight while working inside the aft fuselage.

just the top of the dimple die so that it is just below the top surface of the mattress. This way, as you slide the skin over the mattress, it is protected from being scratched by the (male) dimple die, and a little pressure makes it contact the surface of the dimple die. I think I used a piece of 1/4" plywood from the cull bin at Home Depot.

You can, of course, place the c-frame anywhere around the foam, to any position that works best for the dimple at hand.



Meeting Coordinator:

Randall Henderson

503-297-5045
rv6n6r@comcast.net



June 2004 Meeting

Project: Ken Scott & Ken Krueger's
Pipsqueak project

Address: 24375 Skylane Dr., Canby
Dietz Airpark (OR40)

Date: Thursday, June 17, 2004

Time: 7:00 PM

Phone: TBD

The June meeting will be at Ken Scott's house on Dietz Airpark, the site of Ken and Ken Kruger's 'Pipsqueak' project. The Pipsqueak is a one-of-a-kind, scratch-built plane being designed and built by Ken and Ken. The wings and tail are done, the fuselage is under construction, and the engine is there on a stand.

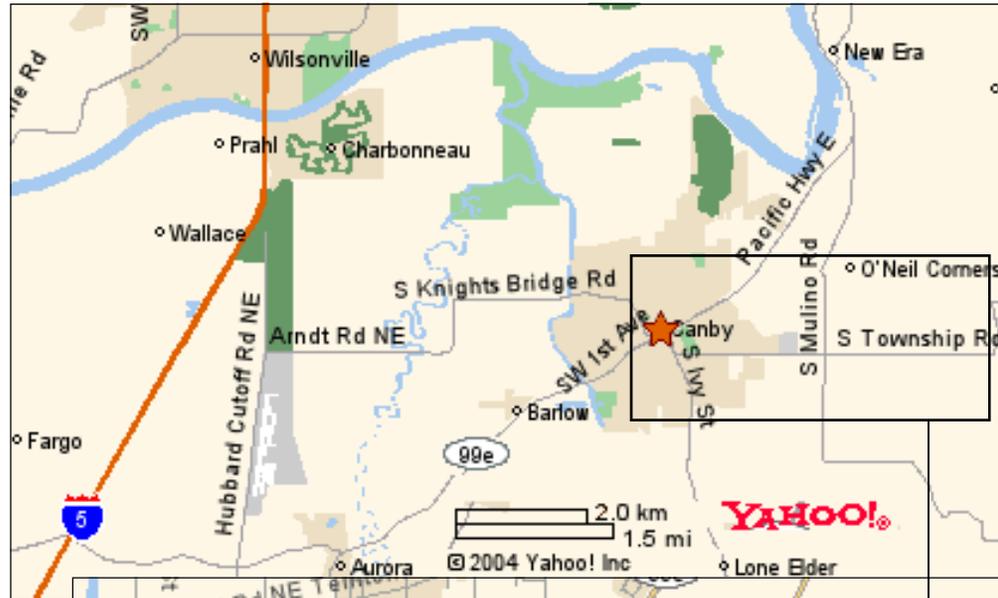
Driving

Take I-5 to Aurora exit to 99E to Canby. When you get to Canby turn right on Ivy. Go three blocks to the first left turn which is Township. Go east on township, out of town past the graveyard to a 4 way stop. Go straight through the 4 way stop, and 1.2 miles further on you'll see a low brick wall with mailboxes and the name Dietz Airpark. Turn right onto the road/taxiway which is Skylane drive. The address is 24375 Skylane drive.

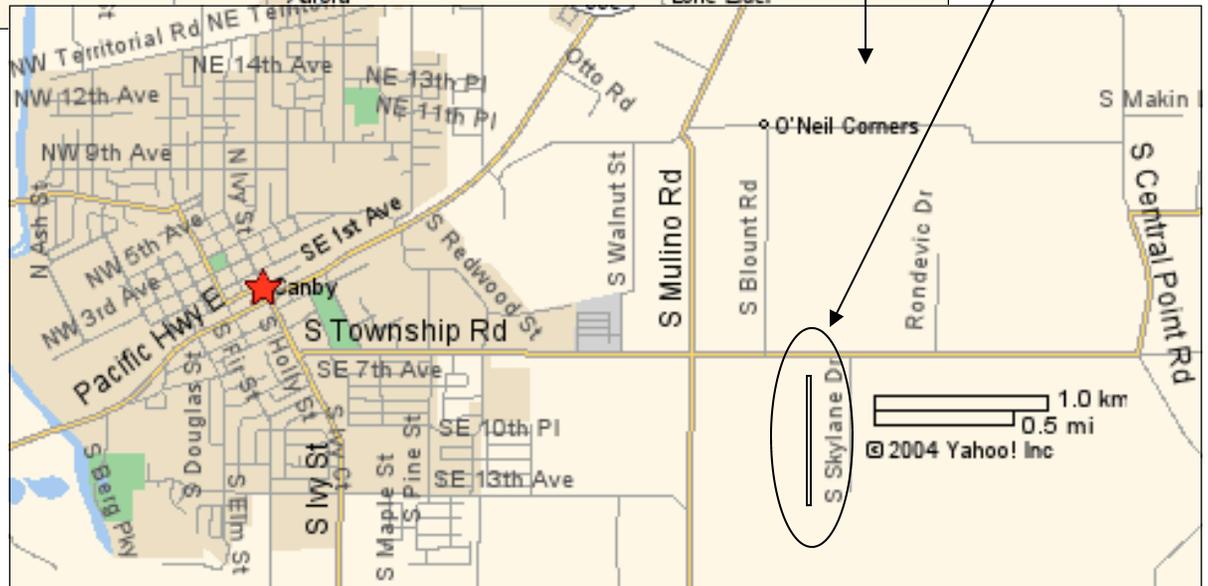
Flying

Dietz is a private residential airpark with a 2800' grass airstrip, 5nm miles NE of Aurora. Left traffic, CTAF 122.7. For complete airport info go to www.airnav.com/airport/OR40 Avoid flying over the grumpy neighbor's

house 1/2 mile off SW end of strip. Ken' house is the shingled house with green trim, and sits on the runway about 2/3 of the way down from the north end. The grass is pretty rough in front of Ken's house so you may want to shut down and push your plane up there to park.



**Dietz
Airpark**





Future Meetings

[July--Arlington EAA Fly-in, July 9](#)

[August--Kent Byerley's RV-9A](#)

About the meetings

Meetings are the second Thursday of the month, starting at 7:00pm, unless otherwise specified (here and in the newsletter), and are typically at the site of someone's experimental aircraft project or hangar.

The structure of the meetings is pretty loose. The first 40 minutes or so is generally spent socializing, eating chips and dip, and checking out the project. Then we get down to "business", with introductions of new members and guests, milestones, discussions of group issues, open items, and the host project. After that, it's back to BSing late into the evening.

Be sure to bring any tools, parts, etc. that you wish to sell, loan, give away, etc. And while you're there, throw a buck or two into the kitty, to help out the host for costs of purchasing the refreshments.

All are welcome, building or not, group member or not. Spouses too!

Meeting places are always needed. If you would like to host a meeting, you will be expected to provide:

- A location that will hold 30-50 people. In the summertime this can usually include just about any size shop as long as we can overflow outside.
- Refreshments. You can get away with a couple of bags of chips and a few six packs of soda, or go all out and provide a full buffet bar with microbrew beer and smokies on toothpicks. We're all really there mainly to BS about airplanes, so don't feel like you have to go overboard with the food -- but feel free to do so if you want!
- A "kitty" -- a jar or bowl for folks to throw a buck or two into. No reason the host shouldn't get some reimbursement for all that food and drink.

[Contact the Meeting Coordinator](#) if you are interested in hosting a meeting.

From upper-left: Randall Henderson gets in a last word with Mike Robertson; Randall 'n Mike McGee cover business, Brent Anderson looks on; Time to start the meeting; Canards take a bow; Jim Pace makes himself handy at the grill.



Mike McGee

was host to Chapter 105 for our May meeting. The meeting was held at the Hillsboro airport northeast tee hangers.

The meeting agenda was alternative engines for aircraft. We had three guest speakers who brought their planes with them. Two planes flew in and the third is located on the field. Engines that were represented were the Subaru four cylinder piston engine and the Mazda Rotary engine. Both of these engines have experienced a lot of popularity when it comes to aircraft power.

Up first was Perry Mick and his ducted fan driven Long Ez. Perry's plane is more unusual than most. His plan from the beginning was to create a plane with a Mazda Rotary engine, but, do so without a gear reduction. PSRUs or Propeller Speed Reduction Units are usually



May Meeting at the Hillsboro Airport

Mike McGee's Alternative Engine Showcase

required on auto engine conversions in order to produce the horsepower required by the airframe while at the same time turning the prop at typical aircraft engine rpm's. Perry's installation utilizes the duct to allow a smaller prop to turn upwards of 5500 rpm while maintaining reasonable efficiency. His airplane will cruise at approximately 160 mph. To date he has over 460 hours on his plane and has covered most of the western half of the US.

You can learn much more about Perry's airplane and his engine installation at his web site. He is based at the

McMinnville airport (MMV).

<http://www.ductedfan.com>

Next we heard from Al Wick and his Subaru powered Cozy Mk IV. You may remember Al from an article in this newsletter last winter about carving your own prop.

Al's installation consists of a stock EJ25 engine from a 95-98 Subaru. Like most auto engine conversions he has a PSRU. This installation has a Ross planetary PSRU with a ratio of 1.85:1 so an engine rpm of 4200 gives a prop rpm of about 2300.. The engine uses the stock Subaru



Left: Perry Mick presents his Ducted Fan Long EZ. The fan is only half of the unusual power system. The Mazda 13B Rotary engine is directly driving the fan with no gear reduction.
Right: Al Wick talks about his Subaru powered Cozy Mk-IV. Al has the aircraft extensively instrumented and also carves his own props.





Engine Control Computer with excellent results. His performance is 7.4 gph cruising at 175 mph. Gross weight is 1854 and climb is 900 fpm. These numbers are



Andy's plane is not yet flying although it is getting very close. His installation is using a Marcotte internal spur gear PSRU and a Real World Solutions Engine Control Unit (computer). The engine controller handles ignition and fuel injection based on rpm, manifold pressure, and air temperature inputs. These ECUs are getting very popular as an aftermarket controller for aircraft applications. At the present time the alternative engine fleet has over 3000 cumulative hours on these computers.

Andy is based at Hillsboro and welcomes visitors:

very similar to an O-320 Lycoming. AI is based at Scappoose (SPB).

You can read much more details about AI's installation as well as his glass cockpit, propeller construction and risk analysis at his web site:

<http://www.maddyhome.com/canardpages/pages/alwick/index.html>

Up next was Andy Plunkett and his Glasair 1 TD with another Subaru EJ25 engine.

"If anyone mentioned wanting to see the plane that didn't get to, or wants to look more, you can let them know that I'm in hangar B 12 in the beige tower t-hangars. If it's the weekend, they can call my cell at 503-572-6705 if they want to see if I will be at the hangar to stop by. I welcome all visitors., Thanks again, Andy Plunkett"



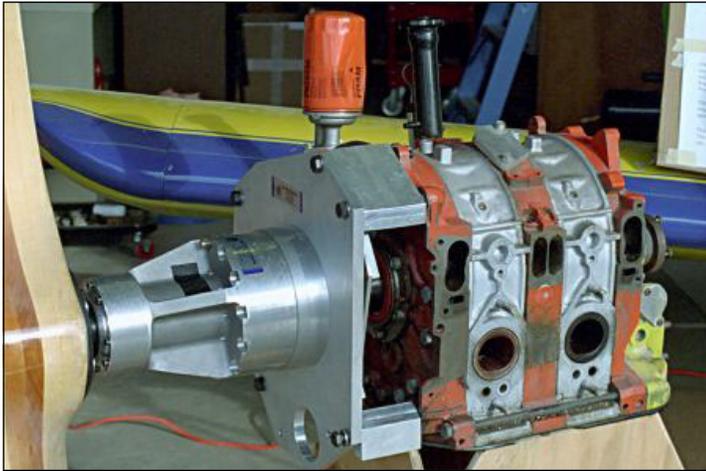
The host speaks... P-)

Okay, then it was my turn. I'm working on an engine conversion that has seen a lot of talk and not a lot of action, but here goes.

My RV-4 has a stock Lycoming O-320, 150 HP out of a Grumman Yankee. I've been interested in rotary engines for over 10 years and was fortunate to have known Everet Hatch, a pioneer in the use of rotary engines in aircraft.

My project consists of a Mazda 13B rotary engine that was originally built for racing. The racing mods are the same as we would do to a rotary engine for aircraft use, namely oil system modifications and intake porting.

The PSRU is a Real World Solutions RD-1C which is a



planetary reduction with a 2.85:1 ratio rated at 300 HP. The engine control unit is also by RWS and is similar to the one used by Andy Plunkett for his Glasair.

A co-project is shown in conceptual form below. This is a Styrofoam mockup of a Dynafocal adaptor for the Mazda Rotary engine. This will replace the front cover (yellow section in the pictures) and will allow the 13B or Renesis engines to be mounted on a standard dynafocal

mount. The system incorporates a direct drive water pump and dual alternators.

We hope everyone enjoyed the first Chapter 105 Alternative Engine Showcase. We will be planning more in the future so bring your ideas and wants to show and share.



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Pilot and Actor Harrison Ford Accepts Chairmanship of EAA's Young Eagles Program

From Nat'l HQ

Harrison Ford, best known as a renowned actor in more than three dozen films but also an extremely active pilot and member of the Experimental Aircraft Association was introduced on Monday, March 8th as the new Chairman of the EAA Young Eagles Program, which has flown more than 1 million young people since 1992.

During the welcoming program in Van Nuys, California with EAA President Tom Poberezny, Ford accepted the chairmanship of the program, saying, "It's daunting to step into General Yeager's shoes, but aviation is about learning new skills and the satisfaction that comes with practicing them and doing better."

Brig. Gen. Chuck Yeager, who has served as Young Eagles Chairman since 1994, has been named the program's Chairman Emeritus and will continue to participate as one of more than 35,000 volunteer pilots who have been involved since Young Eagles was founded.

The on-line story: http://www.eaa.org/communications/eaneews/pr/040308_harrison_ford.html

AOPA Fighting for Crosswind Runway at Mahlon Sweet Field, Eugene

Benton Holzwarth

Eugene airport management would like to decommission the crosswind runway to make way for a parallel main runway. They offer a 24-hour wind study, collected over an extended period, that shows the crosswind runway is needed a small fraction of the time.

Pointing to FAA's procedures, AOPA is asserting that when an airport's traffic uses the field mainly during a part of the 24-hour day, wind studies should focus on those hours—and Mahlon Sweet's (heavily GA) traffic is overwhelming biased towards daylight hours. AOPA believes weighing the wind study data for the hours between 8:00 AM and 8:00 PM will raise the fraction of time the crosswind runway is needed for safety, and argue strongly for it continued availability.

These 'tiny url's point to AOPA's reporting:

<http://tinyurl.com/32k3f>

<http://tinyurl.com/3b8vm>

<http://tinyurl.com/3xaty>

Burt Rutan goes for it – June 21!

Scaled Composites announces a planned launch to the 62 km level required by the Ansari X-Prize...

<http://tinyurl.com/23w59>

<http://tinyurl.com/2fy6j>



Chase the Dream...
Not the Competition

PRESENTING NEMESISNXT

Out of the black and in to the light

**June 4th at 2 PM at the Mojave Airport
17329 Roper St. Hanger #990
Mojave, CA 93501
661-824-0333**

Directions:

North on Highway 14 to Mojave. Turn right on to Inyo Street (Carl's Junior is on the corner) and follow Inyo until it dead-ends on to Roper St. Turn left on to Roper St. The security gate to the Mojave Airport will be straight ahead. You will be greeted at the gate. For those who are flying in, the ident for Mojave is MHV. You may park your plane on the large wash rack at the West end.

Please RSVP with number and name of guests via

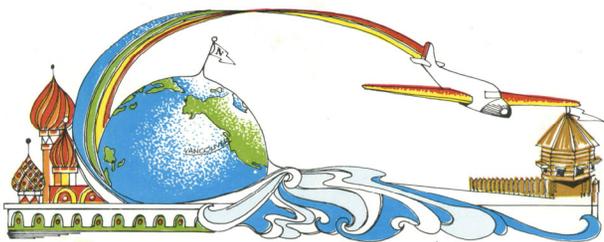
E-mail: nemesisnxt@mac.com

Phone: 661-824-0333 or

Fax: 561-760-3262

The "561" area code for the fax is not a mistake. This is an e-fax.





Benefit Dinner for Chkalov Cultural Exchange Committee

Jess Frost

Hello, Everyone!

Please tell everyone you know about the great program, dinner & auction we're going to have on Saturday, 19 June, starting at 3:30 at the Chkalov Monument, moving to the museum for a social hour with a HOSTED bar, and continuing with a dinner/auction. We'll have a Western theme with music, line dancing (with lessons), many great items for a silent and oral auction, and much more. Western, informal dress is encouraged, but not required. (Our Russian guests will have their suits and ties on, I'm sure.)

Ya'll come, meet and greet our Russian friends, and have some fun! Tickets are \$50 each to help pay for our hosting expenses. Call the museum to reserve your places! 360-694-7026

See you there!

Jess

Jess V. Frost, President

The Valery P.Chkalov Cultural Exchange Committee
5505 E. Evergreen Blvd. #208
Vancouver, WA 98661 — 360-735-0365



Port of Portland - Community Meeting on HIO Airport Noise and Helicopter Issues

TUESDAY, JUNE 15TH, 2004

6:00-8:30 PM

RED LION HOTEL

3500 N.E. Cornell
Hillsboro, OR

The Mayor of Hillsboro, Tom Hughes, has hopes that an interim solution may be at hand. I would encourage every pilot that has or will have enjoyed the use of HIO to attend this meeting as a show of support for our aviation community. As these advocates are learning, the FAA has full authority over HIO operations and no matter how much they whine and complain, HIO and the aircraft traffic associated with living next to a thriving airport will continue.

Bob Duncan, N6TU

Buy / Sell / Trade

Ads are free but are subject to editing. Aviation related ads are given priority. We reserve the right to refuse any ad. Submit to the Editor, Benton Holzwarth (benton@siletzbay.com) or call 503-684-2008. Please let us know when your item sells. Ads will run for four issues, and may be renewed or adjusted by contacting the editor. Last issue indicated by [mm/yy].

Classifieds

RV-6 Subkits for Sale by Chapter 105 — The RV-6 empennage and wing kits are included. The empennage is mostly done, just the rudder and the skins on the vertical stab and elevators remaining. The newer .025 skins are included for these. The wing kit is still in the box and includes the one piece, pre-punched wing skins. \$3500 takes it all! Contact Rion for viewing -- 503-646-8763 (eve), 503-670-1144 (day), 503-720-9394 (cell)

Sold the Hangar; Selling the Shop Equipment & Hangar Bits — Call Gary Graham for more info or to see if I've got what you need! 503-648-6123 [09/04]

Fuselage Jig with lots of karma — This jig has carried three RV-6 fuselages and is ready and willing to carry a fourth. This will work for any 2 set RV with very little modification. Chuck Curtiss, 503-543-2233, cwcurtiss@centurytel.net [09/04]

Avid Flyer Model C kit — 10% complete. Ready for fuselage cover. 65 HP Rotax 582, 3 blade prop, speed wing version with (2) 13 gallon wing tanks, Tundra tires, Maule tail wheel. \$7500 obo. Al Strickfaden 360-687-3119 alstrickfaden@aol.com [09/04]

Wheels Discs/Calipers/Tires — Two Matco (nee Rosenham) 4.00-5 wheels, discs, bearings and axles. Aircraft Spruce asks about \$415/per pair. The calipers are Airheart #150+1, and usually sell for about \$160/pair. The tires/tubes are Shin four-ply rated and sell for about \$40/pair. All parts appear to be new and unused except for some faint grooves on discs. Copies of original factory

parts paperwork included. Asking price is \$285 plus shipping (maybe \$30 depending on distance.) For photos or more info, contact me: Quentin Durham Qdurham@aol.com 925-254-7843 [09/04]

Glasair I RG Kit For Sale — Serial # 703, complete kit: Wing closed & 90% done; E.I. Digital Fuel probe, Anti-Slosh Valves built in; New Style fuel caps installed; Retractable gear working; Flaps built, electric flaps hardware option; elevators built; wing wiring done. Aileron rods, bellcrank, and Joysticks built. Pre-molded gull wing doors w/joggles, will make fuselage equal to a Glasair II. Windshield and door glass included. 180 hp options. All instruction manuals, videos, hardware, etc included. GET A HEAD START ON A GREAT PLANE. \$13,500 Please call Francis Watson 503-358-6091 (Cell) 503-595-6600 (Work) [09/04]

RV-6/8 Aids — Prepunched Empennage video tapes by George and Becki Orndorff, two parts. (Also appropriate for RV-7, I assume.) -- \$25; RV-8 fuselage "rotisserie". Bolt to fuse at engine mount holes, allows fuselage to rotate 360 degrees for easy access to all areas -- \$70. Len Kauffman 503-885-1920 or lakauf@earthlink.net [08/04]

Accessories for Sale — ES Alternator 60A Kit (per Vans catalog) \$175.00, GAS-5 Gascolator \$50.00 -- Call Dave 503-245-8980 or davelcarlson@msn.com [08/04]

RV-9 Emp and Wing Kits for Sale — Empennage completed, wing kit is 90% complete. All that is left to do on wing kit is to finish right flap and put bottom skins on right wing. Electric trim servo, dual landing lights. All components have been primed prior to assembly. I have had 3 tech inspections throughout the build with excellent report. Located 8 miles from Van's in Tualatin, OR. \$7,500 n.lyon1@verizon.net 503-692-0930 [08/04]

VACATION RENTAL FOR PILOTS — San Juan Island, WA, Roche Harbor Skyways, sleeps 6, tiedown in front, loaner car available. For photos & details see our website <http://www.lobsterfarm.biz>. Call Tony & Linda of

EAA 393 at 925-674-1001 or email us at roche2727@yahoo.com [08/04]

Want to Buy Bowers Fly-Baby Project — Prefer wings and tail complete, but will consider project at any stage. Contact Tom Sampson - thomas.e.sampson@comcast.net or 503-590-6575 (day) 503-590-2828 (eve) [07/04]

RV-4 Tools For Sale — 3X rivet gun with air control valve, 12 rivet sets, and two holders - \$150; Tube flaring tool - \$40; Tube bender - \$20; Edge nibbler - \$10; EE model 50 Magneto synchronizer - \$10; 9/16" Cylinder wrench for C-85, etc. - \$10; Harbor Freight 1-ton shop (engine) hoist - \$100; Grimes white strobe light (unused) - \$20; Stick Force Gauge - \$15; Shoebox full of misc a/c hardware inc. 5 rod ends, 2 bellcrank bearings, light bulbs, instrument screws, 80+ nutplates, 40+ snap-in grommets, O-320 metal exhaust gaskets, lots of AN rivets and screws (packaged) - \$35; Essex fuel primer (new, unused) - \$40 — Mike Bender 503-313-9640 (Ptld) [07/04]

Thorp T-18 Looking For Partner or Sale — Bought a plane, lost my job. Can't afford to keep it alone, so it's for sale or for partner. 1971 THORP T-18, 1945 TTSNEW, strong O-320-E2D (could use top O/H), always hangared, KY- 97A comm, Garmin GPS-89, Terra xpdr, \$24,000 for sale, half that for partner. Hangared HIO. Free CFI check-out. Pictures and info at www.pmandel.com. Contact Phil Mandel pmandel@juno.com or 503-887-0889 [06/04]

72 Acre Hazelnut Farm for Sale—North of Forest Grove in the foothills of the Coast Range with 3 bedroom farmhouse and 1300 foot grass strip. Call Jim Woodard at 503-357-2951 [06/04]

Open for Business

Top Flight Interiors — Fine Aircraft upholstery, impeccable quality, custom interiors, leather specialist, imported textiles. Jesse Cary at Twin Oaks or 503-475-1036.

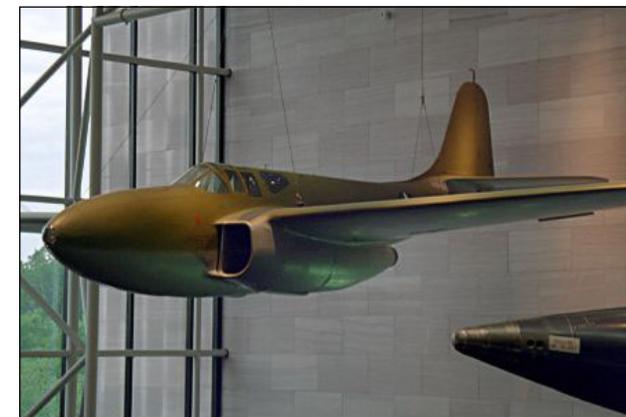
Web Sites, Applications & Desktop Publishing — Ore-

gon Media, Phil Spingola phillip@OregonMedia.com or 503-201-4896

Duckworks Landing Lights — Standard kits start at \$75. Round Halogen and Xenon HID lights are available for new installations and upgrades of our kits and others. For details/pricing see www.duckworksaviation.com or call 503-543-2298

Bill Esther Engraving — Call or write to see how Bill can help with your custom engraving needs. See sample work at http://www.rvproject.com/esther_engraving.com. Contact Bill at bill.e.esther@tek.com or 503-627-5127

AEROFRAME Gallery - Aviation Merchandise and Custom Picture Framing — Located at the intersection of I-205 and 99E (McLoughlin Blvd.) in the Oregon City Shopping Center, AEROFRAME Gallery offers a huge selection of collectible airplane models, aviation art, and aviation related items for all ages. Non aviation art is also available. Visit the gallery and/or the website to view the gallery, its items, and the custom frame selections. 503-557-1333 www.aeroframegallery.com



Board Meeting Highlights

Your Chapter 105 Board

May 20, 2004—Joe Miller, Jennie Hickman, Randy Lervold, Brent Anderson, Michael Psiropoulos, Rion Bourgeois, Benton Holzwarth, Mike McGee, Jim Pace, Harvey Cheney, Mike Robertson, Warren Fram attended.

- Upcoming sites for chapter meetings(Randall) : **June:** Ken Scott/Ken Krueger Pipsqueak, Dietz Airpark (Canby) on the third Thursday to accommodate Ken's schedules, 6/17, 7 PM. Board meeting at Ken's house same night, 6 PM; **July 9:** Arlington *Friday*, FRS radio freq: 2-11. Hot dogs, cookies, drinks. M McGee will donate some beverages; **Aug:** Kent Byerley, RV-9, Aurora; **Sept:** Randy Griffin, RV-8 Mike R will do Sport Pilot presentation; **Oct:** Francis Watson Glassair I (tentative); **Nov:** Dan Benua RV-10.
- June 19 Scappoose fly-in (Mike M. and Brent) - T-shirt status: Ordering \$1919.90 worth. (\$8.93 each.) 6-color silk screen. \$15 selling price. Long-sleeved \$20. Board approved the expenditure; Mike and crew chiefs have things under control, Volunteers needed to commit to help.
- YE: Rides at Scappoose in AM, instead of from Scappoose to HIO, now that B-17 scratched. Graham and Bob Strickland would like rides given in the a.m. before lunch and then kids parents pick them up all at once after lunch. Moved, seconded and approved to give YE pilots a free lunch. Harv will check with Gwen on when flights will start. Bogardus trophies will be presented at Fly-In.
- Poker Run, June 26 (Jenny and Brent) - Visiting Twin Oaks, McMinnville, Tillamook, Astoria, Scappoose; Harv looking for deal on a Lightspeed headset. If headset pans out, will buy a radio. Moved, seconded and approved.

- The Russians are coming (Brent) - Due to shake-up much uncertainty about event. Looks now like 16 top Russian Air Force and TU-95 (bomber) with USAF officer on board.
- Oregon International Airshow (HIO) - Aug 14 and 15, with kids day on the 13th. They want experimental static displays, Rion will check on daylight departure windows for those not wishing to stay over night. Do we want a booth again? YES! Directly adjacent to the static display. Should be guarded! Need DO NOT TOUCH signs. Invite 902 to share. Benton chasing down vinyl banner with chapter logo. Do we want to fly YE's on the 13th? Harv will do it if can get pilots & kids. Mike R will fly. RV Fly-by?
- Young Eagles days (Harvey): Working on 2 scout troops and a home school group. Also another group of autistic kids. No dates.
- Refurbish or replace chapter hangar sign: Benton chasing. Paint peeling, plywood delaminating. Idea is to mark out with line art, then have paint-party following chapter breakfast. \$100 approved to cover costs.
- Chapter banner as per national chapter gram - National Logo? 105? Moved and seconded if it's personalized for 105, Benton can buy one. Also looking into one with chapter logo. \$100 approved.
- Sound system (Phil): Speakers for broadcasting a/c chatter during breakfast. BH will get w/Phil on idea for low-power FM re-broadcast.
- Newsletter: Costs almost \$20 per year to mail the NL to one member. Moved and seconded that email members will pay \$20, print mail will be \$25 at renewal in new year.
- Breakfasts will be \$5.00 for adults (couple-discount dropped) \$2.00 for kids. We'll also begin putting two months' worth of breakfast volunteers in

“Contact!” Chapter Officers and Staff		
President	J Rion Bourgeois	503-646-8763 eve 503-670-1144 day 503-720-9394 cell
Vice President, Web Master & DB Admin	Randy Lervold	360-817-9091
Secretary	Michael Psiropoulos	503-681-3088
Treasurer	Jennifer Hickman	503-524-3190
Sgt-at-Arms & Hangar Mgr	Phil Spingola	503-603-0195
NL Editor	Benton Holzwarth	503-684-2008
Meeting Coordinator	Randall Henderson	503-297-5045
Activities Coordinator	Brent Anderson	503-523-2012 day
Breakfast Crew Chief	Joe Miller	503-647-2059
Breakfast Crew Chief	Jim Pace	
Hangar Mgr	Ralph Schildknecht	
Librarian & Quartermaster	Jim Mitchell	503-644-5258
Public Relations Mgr	Ed Mason	503-288-9275
Director & YE Coord	Harvey Cheney	
Director & Bogardus Trust Liason	Dick VanGrunsven	

2004 Aviation Calendar

Brent Anderson

Jun 10-12	Paso Robles, Ca IAC CH 38 Aerobatic Contest 707-427-8516
Jun 12	Corvallis, Or (CVO) Corvallis Airport Day See Collings Foundation B-17 & B-24 541-758-1340
Jun 12	Bend, Or (S07) Flying Festival; Aerobatics; Vintage Aircraft; Balloon Rally; Lancair Tour; 541-617-8936
Jun 12	Truckee Tahoe, Ca EAA 1073 Pancake Breakfast Fly-in tiger@telis.org
Jun 12	Langley, BC (CYNJ) Langley RV Fly-in www.vansairforce.org/CYNJ/
Jun 12	San Carlos, Ca Hiller Museum "Vertical Challenge" www.hiller.org
Jun 12-13	Dos Pasos, Ca Eagle AAFB 62 nd Annual Fly-in & Airshow 209-392-8264
Jun 12-13	Cour d'Alene Id, Thunder over the Prairie Airshow 208-762-7422
Jun 12-13	Fallon, Nv NAS Fallon Open House & Airshow 775-426-2411
Jun 18-20	Vancouver, Wa Pearson- 100th Birthday Celebration for Valery Chkalov; pilot of 1937 non-stop flight from Moscow, Russia to Vancouver, Wa Pearson in an ANT-25 www.chkalov.org
Jun 18-20	Olympia, Wa Gathering of Warbirds 360-705-3925
Jun 18-20	Marysville, Ca (MYV) EAA Golden West Regional Fly-in 530-741-6248
Jun 19	Scappoose, OR (SPB) Van's Homewing Fly-in
Jun 19-20	Fairfield, Ca Travis AFB Open House & Airshow 707-424-2245
Jun 26	Twin Oaks, Oregon (7S3) EAA Ch 105 3rd Annual Poker Run
Jun 26	Grants Pass, Or Airport Day, Open House & Fly-in 541-479-4221

Jun 26-27	Bellingham, Wa (BLI) Bellingham Fly-in & Airfest 360-671-5674
Jun 26-27	Rocky Mountain EAA Regional Fly-in 303-452-9757
Jun 26-27	Seattle, Wa Boeing Field (KBFI) Weather or not FAA approved Weather Safety Seminar 410-379-5731
Jun 29-Jul 2	McCall, Id (MYL) McCall Mountain/Canyon Flying Seminars 208-634-1344
Jul 3	Twisp, Wa (2S0) Annual Fly-in Pancake Breakfast 509-997-3853
Jul 3-4	Independence, Or (7S5) OPA Pancake Breakfast
Jul 4	Tacoma, Wa Freedom Fair Airshow 253-756-9808
Jul 4	Vancouver, Wa (VUO) Pearson Air Museum
Jul 6-9	McCall, Id (MYL) McCall Mountain/Canyon Flying Seminars 208-634-1344
Jul 7-11	Arlington, Wa (AWO) EAA NW Regional Fly-in 360-435-5857
Jul 13-16	McCall, Id (MYL) McCall Mountain/Canyon Flying Seminars 208-634-1344
Jul 17	La Grande, Or Union Co. Fly-in Breakfast; FAA Seminar; full day of events 541-963-2070
Jul 17	San Luis, Co (ALS) San Luis Valley Pilot's Assoc Airshow & Fly-in 719-754-9080
Jul 17-18	Mulino, Or (4S9) Mulino Annual Blueberry Pancake Breakfast 503-657-0043
Jul 17-18	Prospect, Or Annual Prospect Fly-in BBQ Dinner Sat; Breakfast Sun 541-582-0139
Jul 19-23	McCall, Id (MYL) McCall Mountain/Canyon Flying Seminar; for returning participants only 208-634-1344

Jul 19-25	Farnborough, England Farnborough International Airshow 2004 609-987-9050
Jul 27-Aug 2	Oshkosh, Wi (OSH) EAA Airventure 2004 888-EAA-INFO
Jul 31-Aug 1	Bremerton, Wa (KPWT) WINGS Pilot Proficiency Weekend 360-674-2111
Aug 14	Prineville, Or (S39) EAA Ch 617 Fly-in Breakfast 541-416-0878
Aug 14-15	Hillsboro, Or (HIO) Hillsboro International Airshow
Aug 24-26	Monroe, Wa Western Regional Powered Parachute Championships 360-896-8916
Aug 20-21	Seattle, Wa Boeing Field (KBFI) Savvy Owner Seminar; contact Mike Bush 702-395-8109
Aug 20-22	McMinnville, Or (MMV) 45th Annual NW Antique Airplane Fly-in 503-320-4798
Aug 21	Baker City, Or (BKE) OPA Annual Fly-in Huckleberry Pancake Breakfast; A/C Display; Airshow 541-523-4539
Aug 26-28 Changed!!	Pendleton, Or IAC Ch 77 Beaver State Regional Aerobatic Contest 360-735-9441
Sep 3-6	Delano, Ca IAC Ch 26 Aerobatic Contest rocket_93021@yahoo.com
Sep 4-5	Aurora, Or (UAO) Van's Homecoming
Sep 16-19	Reno, Nv Reno Air Races 775-972-6663
Sep 24-26	Astoria, Or (AST) Astoria Airport Open House & US Coast Guard Air Fair 503-325-8635
Oct 7-10	Phoenix, Az, Phoenix Regional (A39) EAA Copperstate Fly-in 520-400-8887
Oct 15-16	Borrego Springs, Ca IAC Ch 36 Borrego Akrofest 949-673-5918
Oct 15-17	Las Cruces, NM Land of Enchantment RV Fly-in
Nov 4-7	Tucson, Az IAC Ch 62 Tequila Cup Aerobatic Contest 520-887-9399

the NL to avoid confusion. Joe will do name tags. We will put the tags on a board or post so volunteers can pick them up when they come in.

- Randy will do the roster in both printed and electronic version, ASAP.
- Penguins @ schools: School would like to use them. Users need to provide transportation and we will provide supervisors.
- HIO Anti-Noise meeting: 3 fliers attended (Steve Rosenstock, Susan ? and Harv) rest were no-noise folks.

Editor's Notes

Benton Holzwarth



Two obits to mention this month: Scott Devlin of Camas, died in a mid-air accident May 16; also Col.

Robert Morgan, Boeing B-17 'Memphis Belle' pilot, died May 15 at age 85. The bomber was the first to complete 25 missions in Europe and return to the US. The aircraft then toured the country selling war bonds. Morgan later flew an additional 25 missions in a B-29 over Japan.

A few of the web-links in this issue refer to 'tinyurl'. Tinyurl lets one store a long, awkward url returning a much abbreviated URL that can be used to reference the longer version. I've used a couple of them in this issue (stored them myself) to save space in the printed text, and make it easier for folks who're trying to manually re-enter 'em. They should be safe and completely on the up-and-up.

This issue has shot right up to 20 pages again. I try to focus on original, local material and I think we have a ton of good stuff coming out of the chapter. (Amit's funnier than I realized.) If you have photos you'd like to share, let me at 'em. I can scan film, or send files. If they're *really* huge lemme know they're coming.



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Portland/Twin Oaks EAA Chapter 105 Membership Registration / Renewal Form



Renewal \$20 New Member \$25
Send to: Jennifer Hickman
15890 SW Talus Pl.
Beaverton, OR 97007

For Renewals, indicate **changed** information only
Check: New Renewal
New members will receive E-Delivery if at all possible

Name: _____
Address: _____

City/St/Zip: _____
Home Ph: _____
Work Ph: _____
e-addr: _____
Spouse's Name: _____

National EAA #: _____
Own / Fly: _____
Project (Let us know what you're working on): _____

Completed: Yes / No / 90% done 'n 90% to go: _____
Pilot Ratings: _____
Additional (help for other builders?): _____

Breakfast Volunteers

Saturday, July 3rd, 2004

7AM

Stephen Titus

Jerry VanGrunsven

Richard VanGrunsven

Greg Vouga

Michael Waters

Terry Welner

Don Wentz

Robin Wessel

9AM

Karl Usher

Michael VanHoomissen

Peter Vanshoonhoven

Ron Vanbladeren

Jim VanGrunsven

Stan VanGrunsven

Art Waldal

John Warren

Note to Volunteers who cannot serve: Please arrange replacements for yourselves, or contact a Board Member.

Chapter Calendar

Jun 17	EAA 105 Chapter Meeting 503-646-8763
Jun 19	Scappoose (SPB) EAA 105 Van's Homewing Fly-in
Jun 26	HIO Twin Oaks (7S3) EAA 105 3 rd An- nual Poker Run
July 3	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
July 10	Arlington, Wa EAA 105 Chapter Meet- ing-Note special date and location- watch newsletter for details
Aug 7	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763

Meeting is on
Third Thursday!



Left: Ken Krueger
Above: Ken Scott

Next Meeting – VAF-Home Wing/Chapter 105

Ken Scott 'n Ken Krueger's PIPSQUEAK!

Thurs June 17, 2004 - 7:00 PM
Dietz Airpark – See map - page 9



Editor:
Benton Holzwarth
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9240 SW Millen Dr.
Tigard, OR 97224-5570

To:

HOMEWING **EAA Chapter 105**
Portland, OR – Twin Oaks Airpark 7S3

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