



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

Oh Lord, it's hard to be humble!

In case you haven't heard, or didn't see her at the Scappoose fly-in, my RV-4 has taken to the air after over 13 years of construction! The elation of that first flight is even greater than I had anticipated. In my experience, it is second only to the birth of a child. She came in at 1014 pounds and in my opinion is just beautiful.



Take a look on the chapter website at www.eaa105.org in the Planes section. I got help and tons of advice from many local builders and chapter members, but I owe special thanks to Doug Stenger for helping build the part you build in thin air and helping me get the trailing edges of the flaps straight, to Bob Neuner for the back riveting contraption and wing riveting and helping taper the wing spars, to Scott McDaniels for the fit of the canopy and the cowl, to Brent Anderson for letting me copy his cockpit and other innovative details and for the rudder-to-tailwheel springs, to Rob Hickman for the tremendous help getting the final to-do list completed, to Woody Hall for the company and the third and fourth hands and hours of sanding fiberglass, to Danny Stark for the paint job, and to Ken Scott for inspiration and for letting me build time in his RV-6 so I could do the first flight myself. Now it's time to let the good times roll! I know all you builders still in the gestation stage have heard it before, but let me say it again: it is worth all the time, energy, frustration and sacrifice to get your own aircraft that you built with your own hands into the air. Don't stop. Get it done.

July Meeting Second Friday Next Month

For the second month in a row, the monthly chapter meeting is not



Dick Van Grunsven to Receive EAA Freedom of Flight award



Dick "Van" Van Grunsven, is the 2004 recipient of the EAA Freedom of Flight award — EAA's highest honor! The award will be made July 29 at Oshkosh's Theater in the Woods. Past recipients include such notables as Steve Wittman, Chuck Yeager, Burt and Dick Rutan, Robert "Hoot" Gibson, Neil Armstrong, and Paul Poberezny.

http://www.airventure.org/2004/news/040616_vangrunsvan.html

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on the usual second Thursday of the month, but is another fly-in meeting. Last month, we had six or eight birds fly in to Ken Scott's house at Dietz for one of the best chapter meetings ever, and this month, we are holding the meeting at 7 pm at Mike Wilson's tent at Arlington. BYOB and chair, but there will be finger food.

Breakfast news

Once again, we had excellent weather for the June breakfast, a good turnout of aircraft and diners, but poor attendance by the volunteers. Randall Henderson and I will be calling the volunteers before this month's breakfast to see if we can't get better participation. Everyone I ask agrees that the monthly breakfast is a great event, and encourages us to keep holding it. Since we intend to continue this monthly chapter event, it is only fair that all chapter members take their turn cooking and cleaning. With our large number of chapter members, if everyone takes their turn, each member should only have to come out once a year. If the regulars continue to have to do almost all of the work every month, they are going to get burnt out, and the event will die. Please do your part.

How the Russians feel about RVs

For those of you who missed his speech and presentation a board member of the Tupolov Aircraft Company spoke at our chapter Fly-in at Scappoose last Saturday. He was in the area for the Valery Chkalov (Russia's Lindbergh) 100th birthday celebration at Pearson Airpark in Vancouver, Washington, and presented the chapter with a model of a Russian civil transport as a token of his appreciation for being our guest at the fly-in. Randall Henderson gave him a ride in Randall's very excellent RV-6, and the flight turned out to be Alexey's very excellent adventure. His



Alexey Ignatov taxis out for a ride with Randall Henderson.

speech was interpreted by a young woman with a soft voice, so Brent Anderson had to repeat her interpretation out louder so the crowd could hear, and parts were difficult to follow. But the part of his speech that I remember best was his statement that when he took the stick to fly Randall's RV, she was so responsive "it was like laying my hands on a beautiful woman".

Nuns at the ballgame

Denny Jackson has contributed this month's joke: Sitting behind a couple of nuns at a Mariners baseball game, whose habits partially blocked the view, three men decided to badger the nuns in an effort to get them to move. In a very loud voice, the first guy said "I think I'm going to move to Utah, there are only 100 nuns living there." The nuns sat silently. The second guy spoke up and said "I want to go to Montana, there are only 50 nuns living there." The nuns sat silently. So the third wiseguy says "I think I'll go to Idaho, there are only 25 nuns living there." One of the nuns then turned around, looked at the men, and in a very sweet, calm voice, said "Why don't you all just go to hell, there aren't any nuns there."

VOLUNTEERS NEEDED for the Oregon International Airshow



WHY

One of the stated mission goals of the Oregon International Airshow is to increase the presence of antique, military, and civilian airplane clubs. This is a great opportunity for EAA members to promote community awareness of our passion for aviation and the value we bring to the community through our support of various EAA programs!!

WHEN

Friday Aug 13th (Evening Show)
Saturday Aug 14th (Day Show)
Sunday Aug 15th (Day Show)

WHERE

Hillsboro Airport (HIO)

WHAT WE NEED

- Experimental or Antique Aircraft for Static Display
- Security volunteers for EAA Static Display Area
- EAA Booth Volunteers
- HOT PIT Volunteers to work with airshow performers (experienced pilots only)
- Pilots to do fly-bys in antique or experimental aircraft

WHO

Contact Rion Bourgeois 503 720 9394 (cell), 503-670-1144 (office) or email rion@att.net

Alaska!

Jerry VanGrunsven

Photos: Jerry and Judy VanGrunsven
and Paul and Joan Good



Hello Grandma, it's a boy. Calls like this happen all the time, but for us it was a little different, the caller was our Grandson, that makes us GREAT GRANDPARENTS. Good grief!! We don't even know any great grandparents, now we are. Does this mean that we should be sitting around in rocking chairs with funny looking glasses on the end of our noses and wearing orthopedic shoes? Well maybe, but we have different plans, great grandparents or not we are heading North. N88JV has a brand new TruTrak altitude hold installed, oil change just completed, full of fuel, loaded with survival kit, tool kit, box of spare parts, canopy cover, ties downs, spare headset, water, digital camera, enough clothes and vitamins for two weeks and lots of maps. 88JV lifts off Olingers runway 25 at just under 1800 pounds and takes up a track of 004 degrees for the 36 minute flight to Eatonville, WA, where we join Paul and Joan Good with their beautiful RV-4, N44PG. A mandatory call to Canpass and FAA Flight Service to

file an international flight plan and we are off. It is a beautiful clear day as Seattle and Arlington quickly slide by on our left. As we near the border and call Abbotsford Tower with our position and intentions we hear a Cessna enroute from Anacortes, WA, reporting in with the same intentions as us. Customs meets us promptly and clears us while 44PG is clearing via cell phone. We meet the pilot of the Cessna from Anacortes, fuel up, have lunch, check weather, file a flight plan and we are off up the Frazer River Valley. Beautiful but rugged most of the way, we stay near the highway and fly high for a smoother ride and for safety. Williams Lake comes into view after a couple of hours. It is mid afternoon, we will land for fuel and a stretch. Brilliant clear weather here and we are feeling fine. We are not in a hurry so file for the short flight to Prince George where we will call it a day. The young man at the FBO arranges for a hotel and transportation for us. After a walk around town and dinner I chance to meet the pilot of the Cessna from Anacortes at the hotel, have a nice visit and it is time for some sleep.

Day 2- Early start as we want to cross the Canadian Rockies before the clouds build up and we would like to make it to Whitehorse today. Easy and beautiful flight to

Fort St John, a fairly short turn around and it is off to Fort Nelson, now following the Alcan Highway. We fly low over an interesting river as we near Fort Nelson, but at a price, lots of turbulence and bugs. Two nice young ladies help us park and point us toward the airport café. Then a man from the FBO came over and asked, 'which one of you left your credit card at Fort St John'. Mine was not in its usual place in my wallet, good grief, what now? 'Go have lunch and I will work on it' he tells me. Lunch was great. FBO guy now has good news, Fort St John FBO found an airplane coming this way so credit card will arrive here in about an hour. Get weather briefing, file flight plan, clean bugs from 88JV and enjoy the bright smog free sky. Like clockwork the airplane taxis in and I am reunited with my credit card, it is the Cessna from Anacortes. The leg to Watson Lake is over some higher terrain, no towns, we stay near the Alcan highway, there is beauty everywhere. Watson Lake Yukon Territory, an old WWII base used for fueling and fixing the B-25's, P-39's, P63's etc on their way to Russia, appears right on schedule and is a welcome sight. Some clouds now but a good flight to Whitehorse. Great to be in Whitehorse and ready to call it a day. Nice dinner, walk around town a little, enjoy a decaf espresso on the



Contents of the RV-8A baggage holds.



Haines Junction, Yukon Territory, Alcan Highway, Pine Lake.



Watson Lake, Yukon Territory.



Above: Paul and Joan Good, N44PG, over glacier fed Kluane Lake, Kluane Range in background, Yukon Territory. Below: Retired DC-3 on pivot as wind indicator, White Horse, Yukon Territory

bank of the Yukon River, sun sets just before midnight, life is good.

Day 3- As we are loading all the stuff back into 88JV it is discovered that a pair of sandals is missing. A call to the hotel confirms their location, still under a chair in our room, but not to worry. A short time later the hotel shuttle appears and the relieved owner of the sandals can breath again. I won't say who left the sandals behind but the score is now one each. Weather reports and forecast were just ok for the 2 hours leg to Northway, Alaska, so



Above: Joan Good at Northway, Alaska. Below: Jerry and Judy at Northway, Alaska

we set out cautiously. Actual weather was much improved and the scenery was SPECTACULAR. About 15 miles from Northway we call flight service with our position and request for traffic advisories and get this reply; Welcome to Northway, the wind, altimeter and runway in use etc, 'UNDERSTAND THE DESIGNER OF THE RV's IS ON BOARD'. Roger the first part, but sorry, the designer is not onboard but we have known him for quite a while. 'Oh well, can I come and look at your airplanes anyway?' Sure. Northway's once paved runway is no more, now all that remains is a compacted gravel strip and parking ramp with 3-4 inch cracks, mute evi-

dence of the 7 plus earthquake a few months earlier. Clear US customs, get fuel, lunch, and buy a sectional for \$4 (yes, 4\$ is what they sell for in Alaska) and we are off to Mankoman Lake, for a look at the place which will be our home for a few days in a couple of days. There is an unmaintained landing strip at the lake we want to look at. We do not have communication with the people on the ground there so some low passes will have to do. The strip looked fairly good and I was tempted to do a touch and go to check out the runway surface but my altitude alerter (the Great Grandmother in the back seat, and we all know that Great Grandmothers possess great wisdom), sounded, so the attempt was abandoned. Good choice as later ground inspection revealed large rocks, soft spots and deep moose tracks, any of which could have been too much for our little 'roller skate wheels'. We land at the Chistachina gravel airstrip right along the highway leading from Canada to Anchorage. Chistachina is wide spot on the road, not a destination, no fuel, no tie downs, no services, no stores, no gas station, but friendly local residents who promised to watch our airplanes for the 4 days they would be there. Really first class B & B just up the road. This area was remote enough that there was no electricity except for a little diesel generator out in the woods but they had internet service second to none, and plenty of mosquito.

Day 4- Our host drove us to the nearby Copper River where, on an Indian Reservation, we observed a 'fish wheel' in operation. A visit to a section of the 'pipeline' near Gulkana gave us an up close view of this most impressive project.

Day 5- Drove up the highway 25 miles, down a gravel and dirt road, past keep out sign and up to the house at the end of the road, then down a little trail to a lake. The Cessna 185 floatplane lands and coasts up to the tiny clearing where the trail meets the water. Load up



Above: A working 'Fishwheel' on the Cooper River near Chistachina.
 Below: Section of the TransAlaska Pipeline near Gulkana, Alaska.

quickly before those mosquitoes get the best of us. Twenty minutes later we touch down on Mankoman Lake, remote but beautiful and peaceful, home for the next couple of days. The 185 departs in the late afternoon, now we are isolated except for a battery powered AM radio where 'Caribou Clatter' is a must. A Cessna 206 will (hopefully) arrive in 2 days to fly us back out to the airstrip 'by the road' where the RV's are parked. This is a very peaceful place, surrounded by mountains, unlimited visibility, lots of sky and the overwhelming sound of silence, no questions about it, ALASKA MUST BE RIGHT AROUND HERE SOMEWHERE. Sunset is



just before midnight. Made the trip to the 'outhouse' around 3 am, just before sunrise, a unique experience you can only appreciate by being there, Alaska is all around us.

Day 6- After an outdoor breakfast by the lake we spent the morning on the lake, so glassy the photos we took looked the same right-side- up or upside down. We saw lots of terns and eagles but no bear or moose. Enjoyed a real fine steak dinner cooked over an outdoor fire by our gracious and hardworking hosts.

Day 7- Load the 206, fly 20 minutes, unload the 206, load



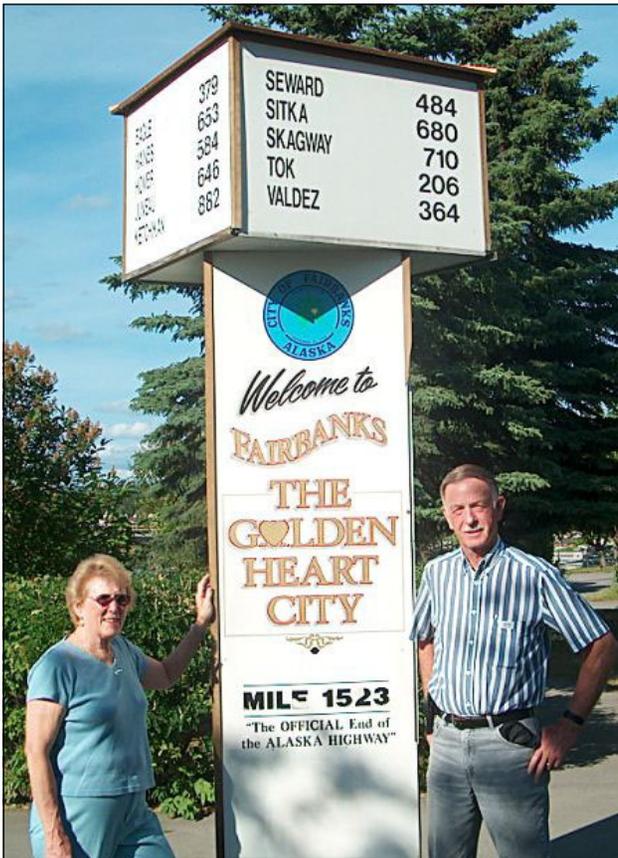
Cessna 185 coasting in at Mankomem Lake.



Above and upper center: Glassy smooth Mankomen Lake, interior Alaska.

88JV, say goodbye to our hosts and point the noses of our RV's toward Fairbanks. The Alaska Range is awesome. It is 80 degrees in Fairbanks. We land on the big runway. There is a manmade floatplane 'ditch' between the two parallel runways, nice setup. The tower folks could be seen pointing their binoculars our way, was it our brightly colored little airplanes or the Great Grandmother so far from home they were curious about!!

[Rather than try to pick just a few photos to use, I chose to run the piece over two issues, and include many more views. Part two will appear next month, in the August issue. Ed.]

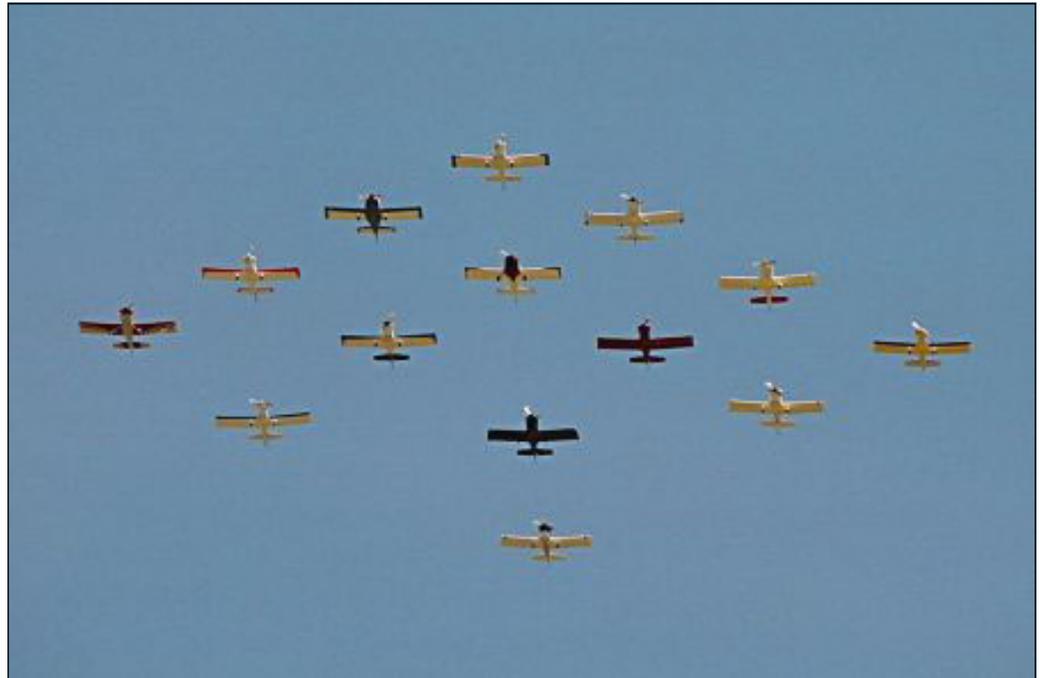


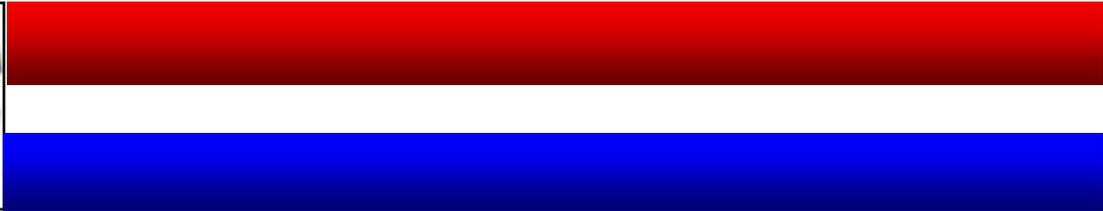
Above: Cessna 185 touchdown, black lab waiting for a ride in the boat.
Below: Jerry and Judy at park in downtown Fairbanks.



Above: Joe Blank in charge of airplane parking at the 13th Annual RV Flyin. Holding down the grass is Joe's RV-6. He's yet to fly the phase 1 hours off so we'll be expecting a flight report any month now. P-)

Right: the Black Jack Squadron from Seattle true to form. They arrived just before noon at the RV Flyin the same way they've done for years; on time, on target and with precision. When they shut down the RV count for the flyin was at 94.





The Events Keep Coming!



'tis the season! It seems that there is a flying event to go to every weekend. Actually there are more than one to go to every weekend. Once again we have the annual RV Flyin behind us and it seems to have been a success. We had a couple of new things this year that went well. The

Young Eagle rides were going on across the runway simultaneous with The Flyin and we served almost 400 hamburgers with the ACE crowd that joined us. The Bogardus Award presentation was a great idea. Next year we'll have a PA system so we can hear the presentation better. As an extra treat we were host to one of the leaders of the Russian aerospace system. He got his RV grin before he went home!

We do have a few T-shirts left from The Flyin. Contact Duckworks' Janet Wentz to get yours while you still can. www.duckworksaviation.com

The weekend following, Chapter 105 held its annual Poker Run. Look for the story on that in next month's newsletter.

The meeting this month is a bit out of town. Since most members usually miss the July meeting we are taking the meeting to them. The date is FRIDAY, JULY 9th and it's at the EAA Northwest Regional Flyin at the Arlington Washington airport. Check out the directions on the

meeting notice pages and keep your eyes peeled for the Tiki Torches.

We have slipped up a bit on getting the goods published on first flights. Here's where you have a chance to really blow your own horn. If you have a project that is about to get in the air or has recently done so, get a few pictures, take a few notes and SEND THEM TO US! The board already complains about the postage costing too much so what's another stamp?

Finally, once again we are making an effort to get the newsletter published before the first of the month. In spite of your associate editor's tardiness (again) we now have a deadline for submissions set at the weekend after the third Thursday of the month. So don't delay, get those articles written and send 'em in!

MGM



Mike Robertson presents Rion with the coveted pink slip.

Toolmeister Update

Amit Dagan

As most of you know, the chapter has a set of scales that can be used to weigh your aircraft. It used to be a pain to lift your plane on to the scales though, until Kevin Lane built a set of wooden ramps that enabled you to simply roll your plane on to the scale pads. Now Randy Griffin has contributed a set of heavy-duty aluminum ramps that are even niftier. Thank Randy the next time you see him for his contribution, and complement him on his aluminum welding skills (VERY beautiful job Randy!).



First Flights

Rion Bourgeois, RV-4. Watch for a flight report next month.



Well now, here's a story with two different points of view. For the last twelve years it has been written by the builders/flyers of RVs. Those with sometimes a fanatical appreciation for their favorite flavor of airplane. This year we are one with the EAA again and have drawn a few more folks into this congregation of sheet metal and rivets. Some out of curiosity, some shopping, some to help. All to come out to the airport and immerse themselves in airplane space for what turned out to be a great day for a fly in.

The 13th Annual Northwest RV Flyin

“On a day like this you should be flying.”

...from the inside, RV-7 builder Amit Dagan

That was the quote of the day.

Under beautiful blue skies, rows of RVs start to form on the grass at Scappoose airport. RV's of all vintages, some from the early 80's and some with less than a week since first flight, park tip to tip with a colorful harmony and that special esthetic appeal.



Strolling through the rows of airplanes, we welcome George Dube and Frank Melder, Chapter 818 members, who just shut their engine off

and slide back their -8's canopy, after a smooth flight from Arlington. "RV's are the greatest airplanes in the world" Says Frank, and with a grin he adds: "And you can quote me on that!"



One of the largest RV grins was hard to miss – that of Rion Bourgeois'. With 3.2 hours on the tachometer, Rion has finally flown-in in his own RV. Rion's feelings of elation and accomplishment were even greater than he had expected. "Any one who has reached a frustrating point in their building and is thinking of giving up: Don't."

Meandering down the flight line, we imposed upon Eugene's Ross Mickey as he tried to sit in the shade of



his RV-6A. From the day he picked up the empennage kit to the day it flew, on November 9th of

last year, it took 9 years to the day to build N9PT. Ross has built his oil inspection door with mouse trap hinges, and has a sump heater as well as heaters for the cylinders, and a very elegant paint scheme design.

At 10 o'clock in the morning there were 60 RVs parked on the grass between the taxiways, and Mike McGee was speculating that the turn up is a little lower than expected because of other fly-in activities in the area.



So just to put it in perspective, we asked Gus Funnel to tell us about the way it's done in other places:

"Look around and see how many airplanes there are here today – I doubt if there's this many private planes flying in the whole of Britain" said Gus. Gus also noted how impressive it was that although there were probably about 500 operations (takeoffs and landings) that day, everyone sorts it out themselves. Anywhere else in the world they'd have at least a temporary control tower.

We asked another attendee what is good and special about this fly-in:

"This is a nice airport, non-controlled with good scenery. The atmosphere attracts a lot of people. Why do people come here? It's a lot of fun I guess, it's somewhat hard to imagine people flying so far for a cheap hamburger... there is more to it than that: On a day like this you should be flying. If you don't, it's one day of your life you can't get back."

That attendee was Dick VanGrunsven.

So how does it make you feel, seeing all these RVs – is it like watching your own children in a way?

"The people doing their individual work on the airplanes are the proud fathers of these RVs. I share just a small part of that pride. There are so many contributors within Van's aircraft, that saying that these are "my own" would be vain."

Reflecting back at the past



13 years, what do you foresee for the future of this fly-in? "One doesn't expect explosive growth, although over the years it has been consistent and uniform, bringing more and more airplanes. Perhaps more events like this one will start happening as well".

We wanted to hear more from Van about the progress of the RV-11 and the number of RV-10 kits that have been delivered, but he rushed away to help park the Black Jack squadron who were just done with their impressive fly-bys.



More and more RVs kept arriving and lengthening the parking rows. As of noon, upon the arrival of the 14-ship Black Jack formation team, the count was up to 94. The heat was rising also, and some pretty impressive build-ups started to form to the north east.

It was also time to grab some lunch. As we stood in line, admiring the sacrifice that Mike Robertson was making flipping burgers in the hot sun, his cell phone rang. Loyal to his duty, all Mike said was: "Hi Dave, I'm in the middle of cooking right now, I can't talk".

We sat down with a plate loaded with a burger and salads next to Wes - older than dirt - Schierman, mentor of



the Black Jack squadron, and Dave Hackert, a member of the BJs and a self proclaimed airport bum, whose job is to know everything that's going on at the airport. The BJs have been doing their show over Scappoose for about 10 years. Starting as a 3 ship formation, today they appeared with just shy of their 16 ship record. Giving a very good show on their way to Marysville, for the opening of the strawberry parade, where they hope to make live TV - check local listing for coverage in your area...

Members of the BJs practice often, some flying every day. Their motto is simple: "Stay current or you don't fly formation with us".

Somehow the conversation turned to politics, which has no place in a fun event like a fly in. Your reporter quickly disappeared from the table and went to the Vans air force H.Q., where Randall Henderson and the self proclaimed "tent bums" were selling hats, mugs, data plates



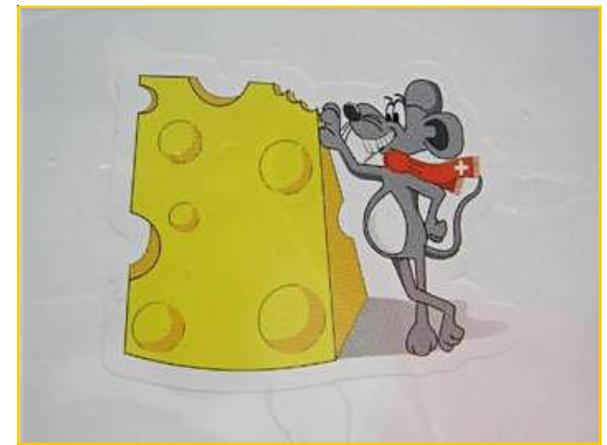
self immensely:

"It's lots of fun. It's really a pretty easy job: If a problem comes up, I just tell someone to handle it." Initially Mike wanted to add stuff to the fly in, but decided to keep it the "glorified hamburger feed" that it was... As to the pink hat, it seems you can't please everybody. Maybe painting the straw hat pink would have done the trick.



See you next year!

[pix and txt by Amit and Gail Dagan, roaming reporters for EAA Chapter 105 newsletter]



...from the BOOTS crowd (Builders Of Other Types), our own editor and Bearhawk builder Benton Holzwarth takes a day and brings us his report on the annual RV event at Scappoose.

A First-timer's Visit to the VAF Homewing Fly-In

Benton Holzwarth

What a great day to be out looking at airplanes. At some level, I was ready for a batch of RVs and knew there'd be quite a few turning out. I was surprised at all the other goings-ons. From the time I arrived a little before 9:00 'til leaving late in the afternoon, there was one activity or another going on almost continuously. The established 'well oiled machine' was in full operation, and everything seemed to run smoothly -- with several side-shows.



A presentation of the annual Chapter 105 / VAF-Homewing Bogardus trophies for the pilot and chapter with the most Young Eagle flights for 2003 (these went to Larry Durst of Chapter 495 for flying 252 YEs and accepting the chapter award, for chapter 495 as well, was Norm Neal.) I also learned, after the fly-in, that Sally Wilson, their YE organizer was

named Young Eagle Coordinator of the Year by Nat'l HQ.

A delegation of Russian dignitaries was visiting the area in celebration of the 100th anniversary of the birth of Valery Chkalov, who headed the team to make the first transpolar flight, departing Moscow and landing on Pearson field 63 hours later. Alexey Ignatov is the Secretary of the Board of Directors of the Tupolev Aircraft Company and quite influential in his area. He and his interpreter, Mary Pate, a young lady



from Milwaukie, accepted RV rides. Upon returning from his flight with Randall she was echoing his impressions -- "Magnificent..." She enjoyed her ride as well -- loved the roll, and was ready for a loop, but Kevin had to decline. Mr. Ignatov

spoke to the assembled group on the common goals and grounds for friendship between our two countries and presented the chapter with a model of one of Tupelov's jets. The group also toured Van's factory and the Evergreen Aviation museum.



Another group our chapter works with -- the Centers for Airway Science -- brings aviation related education and activities to disadvantaged and at-risk youth. 30 or so students visited the fly-in, and enjoyed their Young Eagle flights followed by lunch. Our chapter treated the kids, their counselors and the YE pilots. Harvey and Lois Lane had their certificates ready to go by the time they were ready to head

out.



Though attendance was down slightly from years past, I'm told, and below what might have been expected for such a fine day, due to the Golden

State event down in California and a warbird event in Olympia, 14 members of the Black Jack squadron arrived mid-morning, flew three formations overhead, then returned for landing and had barbeque lunch with us.

Lunch was expertly organized by Marcy and Harmon Lange and Janet Wentz, with



Mike Robertson manning the grill. The only problem there was 200 or so folks jumping into line at the same time. Though the grill was a large, charcoal-fired unit, it still cooks a finite number of burgers at a time, so the line would ratchet forward only as fast as the batches of patties came off.

A great aspect of this Scapoose fly-in is its size: large enough to have something going on most every minute – it definitely has critical mass – while small enough that the distance from the vendors and chapter canopies out to the flight-line was only a short walk. I believe I heard the tally for this year was 94 RVs. A great showing, and a great show.



And then there are the airplanes. Compared to builders of other types, I think RV folks as a group, must show the greatest pride and creativity in the paint they apply to their planes. There were many dazzling jobs, clever striping and pattern designs, wonderful colors. Whenever I wasn't absorbed in a guest presentation, there was time to walk the line, and with the constant turn-over of planes, people arriving and departing, and the traffic for the Young Eagles flights there was something new to see each time I ventured out to the plane parking area. I also looked into the cockpits of a good many of the craft and saw many very sanitary instrument installations.

To the folks who signed up months ago to take responsibility for a facet of the show – I think I haven't mentioned Gary Dunfee (car parking), Don Wentz (aircraft parking), Randy Lervold (T-shirt sales) and Mike Wilson (A/C - ground radio) yet, and everyone who pitched in to help, thanks – you guys made it look easy. Mike, there was something a little inauspicious about taking over leadership in this 13th year of the event, but you did good. What a perfect little grass-roots fly-in. I'll be back!

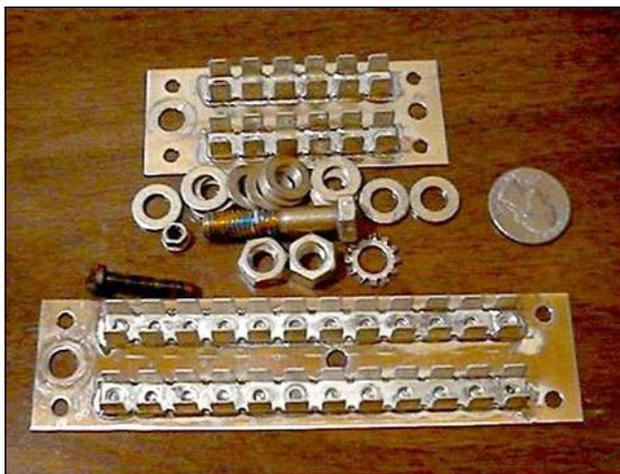


A Custom Ground Block

Amit Dagan

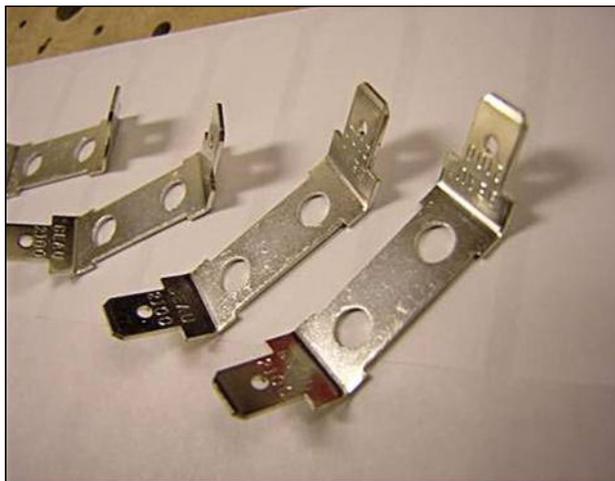
When you get to wire up your panel, you'll notice lots and lots of wires going from various instruments to ground. If you are using the Fast On $\frac{1}{4}$ " tab method for wiring, you can buy a ground block from B&C specialty products (<http://www.bandc.biz/>) that will make the grounding easy.

Or, you could make your own:



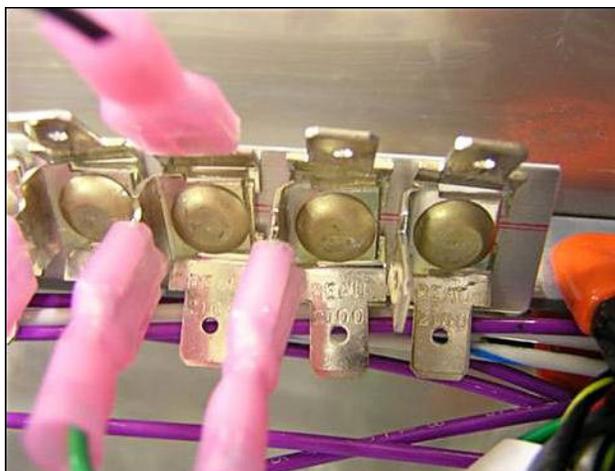
I got "Fast On Adapter for Heavy Duty Terminal Strips", part number SA-308, from Stein Air (<http://www.steinair.com>) much cheaper per connector, and you can get as many as you need/want, not limited to 24 or 48 tabs the B&C ones come in.

I cut each of these "adapters" in half (using wire cutters) and then took a piece of $\frac{1}{8}$ " angle and drilled $\frac{5}{32}$ " holes in it. I proceeded to rivet the adapter connectors with some $\frac{5}{32}$ " rivets I had laying around, and just bolted the whole thing to one of the angle stiffeners on the fire wall. Be sure not to paint/prime this, as you want good electrical conductivity.

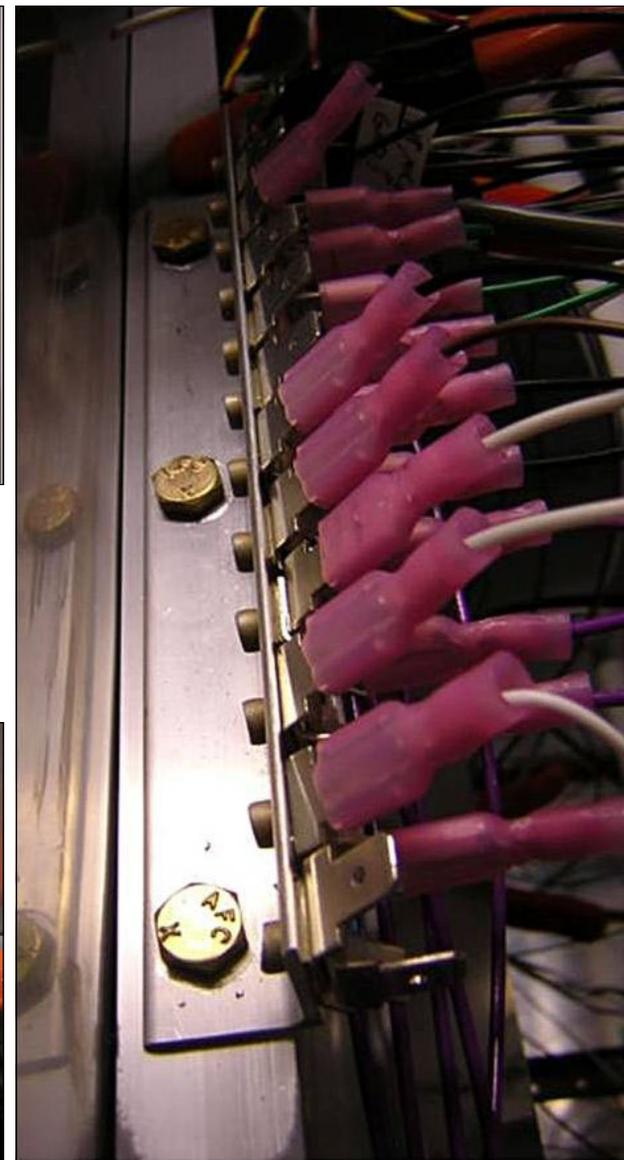


I chose to rivet the connectors 3 at a time (with a single rivet) to save space, but I suppose you could rivet them any way you like.

There you go, you can have as many connectors as you need, and with a little ingenuity tweak the design to suit



your needs. If you like, you can use conductive epoxy to connect the tabs to your bracket, instead of - or together with - rivets.



This custom ground block cost less than \$5 for 36 tabs.

A Beautiful Evening at Dietz

Benton Holzwarth

Chapter meeting, June 17. Subject was Ken Scott and Ken Krueger's new design 'Pipsqueak.' The group met at Ken Scott's house on Dietz airpark near Canby. Around eleven planes turned out, with the balance of the 40 or 50 people attending, driving in. Planes included a variety of RVs (including Rion Bourgeois' just first-flighted RV-4), Roy Thoma's 601HDS and Dick VanGrunsven in his Ventus Centaur motor-glider.

The stand-up business

The meeting was held under the shade of the pine trees next to the house. (Did I mention it was a really gorgeous evening?) In the guests and announcements period, one person (I didn't catch who) reported starting work on a Glastar tail-kit. Robert Grace spoke up as a guest, saying he was still undecided on what to build. Randy Griffin's father-in-law, Glen, attended. Rion mentioned that Dick VanGrunsven had recently completed a sailplane race, finishing first in class. Dick mentioned that some guy had shown up at the factory the day before, all excited to get everyone in the place to turn out to have a look at his shiny new RV-4. Seems he'd been working on it for thirteen years.



June Meeting at Dietz Airpark

Ken Scott and Ken Krueger's Scratch Built Pipsqueak Project

Rion's Story

Rion went on to give a few details of the lead up to his first flight: He'd worked with several experienced folks in the chapter over the course of construction, and had four guys come over to provide pre-inspection inspections. After a thorough going-over, all pronounced it ready for an inspection by Mike Robertson (DasFED.) In the course of his inspection, Mike found: a lost wrench, a scrap of conduit left in a wing panel, a heat-shrink gun tip sitting on top of the engine and one slightly-short bolt in the rudder hinge. All items were quickly rectified, and the phase-one airworthiness cert was issued.



RV-4 inspection — Jerry VanGrunsven, Rion Bourgeois and Bob Neuner critique aileron adjustments.

The first big groan was trouble with starting. The engine cranked, fired, and stopped like a piston had come down on a rock. The starter was ruined. Rion had been starting on one electronic ignition and one mag. His surmise was that the EI was wired wrong, causing a mis-firing. His new strategy was to start on one mag only, then add EI once started. Jerry VanGrunsven countered that his suspicion, and experience, was that with the new, hard cranking starters and light props, that the engine is turning fast enough to switch to the non-retarded timing on the impulse coupling mag, and fires with way too much advance. His strategy is to start on EI only, then add the mag once the engine is running -- just the opposite of Rion's analysis. Stand by for further thoughts.

More Announcements

Amit's RV-7 received a 'smoke test' (*).

Carl Dugger reported that the Chkalov Cultural Exchange Committee (CCEC) is now expecting a delegation of 11 high-ranking Russians for the 100th anniversary celebration of the birth of Valery Chkalov -- the leader of the first transpolar flight, departing from Moscow and landing at Pearson field, Vancouver.

Chapter 782 (Vancouver) news: Next up is a visit to Jim Simmon's garage, Stan VanGrunsven will present metal-working techniques.



kosh booth, and will buy extras for anyone who wants one. Light does red/white, is about the size of a TP tube, and runs for 200 hrs on a set of four AAA batteries. He'll have them at \$50 in his booth, but will let us buy for \$30.

The Pipsqueak Project

The project is a one-off (very) light plane design, being built by Ken Scott and Ken Krueger -- both leads at Van's Aircraft. KenK was away from town this

Chapter 902 (Mulino) news: They're working on renovating their 'club house', making it suitable for chapter meetings. The grass taxi-way at Mulino is currently *very* rough. Pilots of craft with minimal prop clearance might want to walk the area before motoring across.

Amit said a few words about the club tool crib. The collection is described on the chapter website (www.eaa105.org). Someone suggested adding a 'fresh air breathing system' to the set when more additions are

being considered. Additional suggestions were to make sure it has 'disposable' face mask components and to look into a home-brew design that had been seen in one of the magazines some time back.

Benton spoke up on the newsletter. We're trying to get on a schedule to have it out following the third-Thursday board meeting. Articles and other submissions are due ASAP following that date.

Rob Hickman is ordering LED flashlights for his Osh-

evening and unable to attend but Ken Scott ably answered all questions.

Their goal is to design and build a single-seat, safe, fun, light plane on a \$7000 budget. (The budget is for *everything* to get it into the air!) KenK has been doing the design on Van's design tools and the sheet is punched out on the factory's automatic machinery.

It's a low wing design, and to accommodate the wide weight differences between the two pilots, the pilot sits





directly atop the CG. The stick and flap controls are attached to the wing center-section, so that only the rudder actuation needs to be disconnected to drop the wing off the fuse; the ailerons stay rigged. The wing weighs 108 lbs as it sits, and was tested to 9 Gs with < 1/4" permanent deflection. The design uses slotted flaps, and stall speed is projected to be 39 kts. The sheet Al is 2024, with a little 6061 bar stock.

Thin Skinned, the airplane is built almost entirely of .016.

With safety in mind, they rejected two-stroke engines and settled on a VW conversion for cost. Mel Ellis has been helping build up the engine. It's a 2100 cc engine rated at 70 HP at 3300 rpm. They expect to run it at around 3100 rpm for about 50 HP. They're using 'Great Planes' parts: an 82 mm forged crank and the beefed up front bearing. They're using a single ignition; dual was ruled out by budget constraints.



NO FIBER-GLASS! At least as little as possible. Check out these all-aluminum wing tips!



Smoke Test: The commonly accepted definition of a smoke test is when you apply power to all those little boxes to see if any of them release their smoke. If all works properly the smoke is not released. As everyone knows, the boxes won't work right if the smoke has been released. It can be difficult to get the smoke back in the boxes, which is why you have to send them to a special facility where there are people who can do that. The proper kind of smoke is critical. You can't just blow cigarette smoke in there and think it will work. Some less-reputable shops do that and they are to be avoided. You can tell which ones they are by seeing whether there are people outside hanging around smoking cigarettes. These are the good ones. The bad ones save their cigarette smoke for the boxes. [Randall Henderson]

Meeting Coordinator:

Randall Henderson

503-297-5045
rv6n6r@comcast.net



July 2004 Meeting

**Program: Aloha Shirts and Hangar Tales
at Mike and Sandy's Campsite**

**Address: Spaces DL-5 - DL-6,
Arlington EAA Fly-In**

Time: July 9, 6:00 or 7:00 PM

Date: Friday, July 9, 2994

Attendance at July meetings has always suffered because so many members go up to the NW EAA fly-in at Arlington. So we decided what the heck, why not just hold our meeting up there? Chances are it'll probably be more of a sit around-drinking-beers-or-sodas and BS-ing about airplanes thing than it usually... hey wait a second, that's pretty much what we always do!

Okay so here's the drill: Get up to Arlington by Friday, BYOB and lawn chairs. Dinner, menu still undecided, will be provided, and plan to just get together at Mike and Sandy Wilson's campsite in the camping area (north area of the field, see map) around 6:00 pm. Come prepared with a good flying story if you are so inclined, and we can just forego a formal program in lieu of swapping lies. Suits? In keeping with the "tropical theme" that the Wilsons establish every year by staking out their site with tiki torches, they've asked that everyone wear their favorite Aloha shirt. The Wilsons' camp site will be DL-5

and DL-6 (see red X on map). We'll also try to have signs out, but bring the map along with just to be safe. Look for the double camp site with a white Plymouth Voyager parked on one side, and staked out with Tiki Torches. For details about the fly-in, visit www.nweaa.org. If you fly up, please be a credit to chapter and print out, read, and comply with the fly-in NOTAM. It can be found online at www.nweaa.org/flying.html.

Plane Pool!

Got an extra seat to Arlington? Why not take poor unfortunate planeless soul along with? Members are encouraged to take this opportunity to share any empty seats





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:

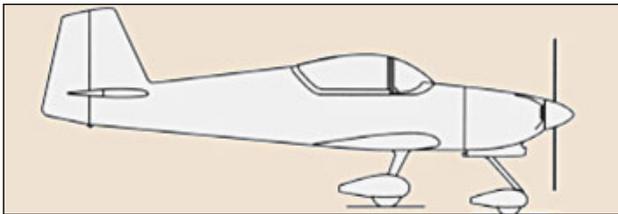
- A location that will hold 30-50 people. In the summertime this can usually include just about any size shop as long as we can overflow outside.
 - Refreshments. You can get away with a couple of bags of chips and a few six packs of soda, or go all out and provide a full buffet bar with microbrew beer 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.

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)



Wheels Calipers Tires -- I have two sets of unused Matco (nee Rosenham) 4.00-5 wheels, calipers, tires and tubes. The tires/tubes are Shin four-ply rated. No discs. Depending how you figure, Aircraft Spruce asks something over \$400. My asking price is \$125 plus shipping -- maybe \$30 depending on distance. For photos and/or more info, contact me: Quentin Durham Qdurham@aol.com [10/04]

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]

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]

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]

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 — Oregon 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

Not For Sale



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

June 17, 2004 -- Ralph Schildknecht, Rion Bourgeois, Randall Henderson, Rob and Jenny Hickman, Randy Lervold, Mike McGee, Jim Pace, Don Wentz, Mike Robertson and Benton Holzwarth attended.

- Regarding the 'old green Bogardus lathe,' Benton reports that it looks to not be practical to repair, but that there is enough there to look 'cosmetically' like a lathe, and suggests we look for a museum that would like it for a 'machine shop' display. StanVG will take a look at it when he gets a chance and see if he agrees. DickVG, as head of the Bogardus Trust will have final say in any dispossession.
- RandyL has continued to work with the Starks, regarding a permanent chapter hangar on Twin Oaks.

There is hope that we can find compromise on the sticking points that hung up the discussions earlier. RandyL will proceed with 'build to suit' discussions.

- Upcoming meetings: Friday, July 9 at 7:00 PM -- Arlington at Mike 'n Sandy Wilson's camp site; wear a Hawaiian shirt and look for the tiki torches at spaces DL-5 and DL-6; eats to be available, menu not yet settled. August 12 -- Kent Byerley's RV-9 project at Aurora. Sept 9 -- Randy Griffin's RV-8 project in Vancouver. Mike Robertson to present info on Sport Pilot rule. Oct -- Randall Henderson to present an annual condition inspection. Nov -- Dan Benua's RV-10 project.
- RV Fly-In status: T-shirt status: features Joe 'n Char's RV-9, ready to go; crew chiefs seem to have everything under control. There will be a couple vendors and a flea-market table. Question: The chapter has offered to provide lunch to the ACE kids -- are we feeding their folks too? By consensus, no -- we'll feed the kids, their counselors and Bob Strickland, and the YE pilots, but the parents (up to 90 expected) can fend for themselves.
- Poker Run: Sat, June 26 starting at 9:00 AM. Start anywhere, but coffee and doughnuts ready at Twin Oaks. Note that cafe at Tillamook opens at 10:00. Harvey has secured a Lightspeed ANR headset as a prize. T-shirts ready to go.
- Chapter Photo calendars: plan shifted to offering a CD of member planes, no progress.
- Oregon Int'l Airshow - Hillsboro: August 13 (Kid's Day!), 14, 15. They're inviting static displays. Rion looking into a daylight 'departure window' around the airshow schedule for the folks that don't want to camp for the night, also whether some CAP Cadets can be detailed to help keep an eye on the planes. (Also whether our table can be set closer.) Rion looking into opportunities to fly YEs on the Kid's Day (13th).
- Chapter sign on Hangar: Benton has no progress to report. Repeated earlier info that the existing sign is ply-

wood and is shot. Needs to be replaced. JennyH offering to help.

- Chapter banner: Benton showed artwork fax back from Miracle Sign. They'll do the chapter logo in three colors, in 3' x 5' for \$102. Brent (not attending) asked for a look at the artwork before going ahead. Discussion around where the VAF-HW logo fits in. After everyone had their say, agreed to go ahead with this banner, and look into a second one with the HomeWing logo later. Randall has artwork for that.
- Sound system: PhilS suggested we obtain an airband radio, amplifier and speakers to allow following Twin Oaks' CTAF at chapter breakfasts, etc. Benton has fwd'd his suggestion to include a low-power FM translator to Phil. Phil was not attending, so no further info. (...catch us on Radio-105!)
- Discussion on newsletter schedule: (Benton) In the past, I've aimed for release just after the 'first Saturday' breakfast (and occasionally hit it) to avoid confusion with the Breakfast Volunteer lists. With the chapter meeting on the following third Thursday, there was plenty of time for the USPS to get them delivered. With the shift to second-Thursday meetings, the margin has narrowed. Going forward, we'll begin pulling it together following the Board Meeting and try to get it out ahead of the Breakfast. To help avoid confusion with the Breakfast lists, we'll include both the current and next month lists. Read carefully.
- Breakfast Status: Volunteer turn out for the June breakfast was not good. Rion will phone-remind the 7 AM list, RandallH will call the 9 AM shift. Also, Rion raised the need to order up some more embroidered aprons for the regulars.
- Meeting closed with a joke, and just in time for the beginning of the regular meeting.

2004 Aviation Calendar

Brent Anderson

Jul 3	Twisp, Wa (2S0) Annual Fly-in Pancake Breakfast 509-997-3853
Jul 3	Kent, Wa Crest Airpark (S36) Christmas in July Fly-in Breakfast 360-825-6777
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 6-8	Whitefish, Mt 11 th Splash in Fly-in Wheels, Floats, or Amphibs 425-750-6100

Aug 13-15	Abbotsford, BC Abbotsford Airshow 604-852-8511
Aug 14	Prineville, Or (S39) EAA Ch 617 Fly-in Breakfast 541-416-0878
Aug 14-15	Hillsboro, Or (HIO) Hillsboro International Airshow www.oregonairshow.com
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
Sep 3-6	Delano, Ca IAC Ch 26 Aerobatic Contest rocket_93021@yahoo.com
Sep 4	Bremerton, Wa (KPWT) 8 th Annual Blackberry Festival 800-462-3793
Sep 4-5	Aurora, Or (UAO) Van's Homecoming
Sep 10-11	Pendleton, Or IAC Ch 77 Beaver State Regional Aerobatic Contest 360-735-9441
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 9-10	Laurel, Mt (6S8) Wings Weekend Safety Symposium EAA Breakfast 406-628-2219
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

Chapter Calendar

July 3	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
July 10	Arlington, Wa EAA 105 Chapter Meeting-Note special date and location-watch newsletter for details
Aug 7	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Aug 12	EAA 105 Chapter Meeting 503-646-8763
Sep 4	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Sep 9	EAA 105 Chapter Meeting 503-646-8763



Oregon Aero displayed their wares at the VAF Homewing RV Fly-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
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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	
Tool Meister	Amit Dagan	503-292-9780
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	



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Jerry Darrah 503-254-9992
EAA Ch. 902, A&P, Glastar builder, Ptld-Troutdale

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Don Wentz 503-543-2298 jwentz @centurytel.net
EAA Ch. 105, RV-6 builder, Scappoose-Ptld

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.

New Volunteer List Format

First group due immediately,
Second group 'on deck' for next month.

Saturday, August 7th, 2004

7AM

Karl Weston

Dave Wiley

Jim Wilson

Louis Armbruster

Carl Battjes

Sam Behunen

Dan Benua

Jared Boone

9AM

Jake Thiessen

Mike Wilson

Dale Wotring

Dick Zander

Newt Alderman

Brent Anderson

Martin Baumer

Daniel Beltrami

Meeting is at
Arlington, on
Friday, July 9th!

**Next Meeting –
VAF-Home Wing/Chapter 105
Hangar Flying at the NW-EAA
Fly-In at Arlington, WA**

**Friday July 9, 2004 - 7:00 PM
Mike Wilson's Campsite, DL-5, DL-6
Look for the Tiki Torches!**



Editor:
Benton Holzwarth
EAA Chapter 105
9240 SW Millen Dr.
Tigard, OR 97224-5570

To:

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

The Leader In Recreational Aviation
EAA