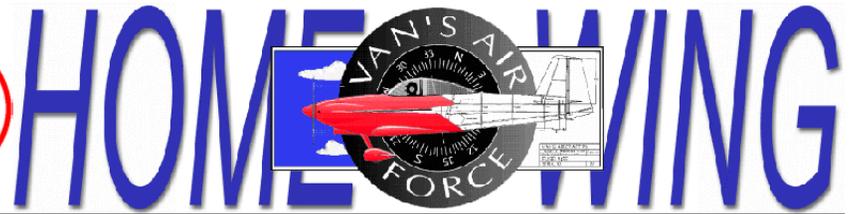
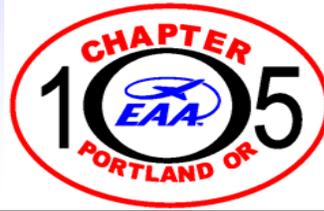


Experimental Aircraft Association

Chapter 105 Portland, OR

Twin Oaks Airpark—7S3 www.EAA105.org

The Purpose of EAA Chapter 105 is to Promote Aviation Education, Construction, Recreation and Safety for Enthusiasts of All Ages.

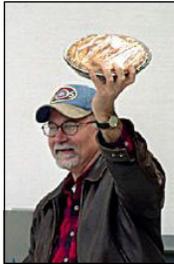


122.75

J. Rion Bourgeois, Chapter President

National Fame Comes To Hangar F2

Did you know that my hangar, Hangar F2 at Twin Oaks, has been featured in a national magazine? See page 58 of the October issue of SPORT AVIATION. Oh by the way, chapter member Rob Hickman and his engine monitor are also mentioned in the article. Congratulations Rob.



Breakfast News

There was very good turnout of both volunteers and

customers (226) at the October breakfast, which was again blessed with good weather. Regular volunteers Louise Lane (the Bama Batter Babe) and Brian Hickman (the Prince of Pork) were honored with their own aprons in recognition of their steady work at pancake batter churning and bacon turning, respectively.

November Meeting: Sport Pilot Rule and Pie Auction

The next chapter meeting, November 11, 2004, will be our traditional annual pie auction at the chapter hangar at Twin Oaks. This is your chance to show off your culinary skill (or more likely your spouse's), but you can bring a store-boughten if you must. For those of you who have never attended one of these auctions, you might be surprised to discover who has a delightful personal pie recipe. Like most auctions, the bidding itself is lots of fun: a few almost always get confused and bid

against themselves. A few pies always get consumed on the spot, so bring your appetites. Mike Robertson (aka Das Fed) will be making a presentation on the new Sport Pilot rule. This will be our first meeting after the presidential election, and our first opportunity in some time

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Next meetings

- Nov 11 — Annual Pie Auction at the Chapter Hangar! Also, Mike Robertson tells all, on the new Sport Pilot Rule.
- Nov 18 — Board Meeting: 7PM at Baja Fresh, Scholls Ferry Rd @ SW 121st.

Newsletter Deadline — Nov 20

- Newsletter article contributions and ads are welcome anytime, but may be held to a later issue if received after Nov 20.

Breakfast KP Duty

Saturday, November 6th, 2004

7AM	9AM
Terry Lorz	Pete Lyshaug
Rick Mandrell	Gary McCormick
Pat McGowan	Mike McGee
Phillip Mandell	Harmon Lange
David Mandrell	Paul Loomis
Randy Lervold	Tom Lauris
Ted Marks	Steve Mahoney
Len Kaufmann	George Manley

Saturday, December 4th, 2004

7AM	9AM
Paul Cenac	Allen Duberstein
CW Curtiss	Carl Dugger
Amit Dagan	Gerald Dunlap
Gary Daubert	Norm Durrell
Randy DeBauw	Don Dykstra
Skip Dennis	Virgil Dahrens
Michael DiLulio	Bob Duncan
Brian Doyle	Brian Duncan

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

to have a federal official talk about some GOOD news. Call me Pollyanna if you must, but I think the Sport Pilot rule is going to be a big boost for general aviation. Speaking of elections, we will also conduct the annual election of chapter officers. Your choices are: Rion Bourgeois, president; Randy Lervold, vice-president; Benton Holzworth, secretary; and Jenny Hickman, treasurer. I wouldn't say this one is too close to call.

December Meeting: Holiday Banquet

Rob and Jenny Hickman have once again generously offered to host the holiday banquet. This year, it will be Friday night, December 10, 2004 at their new home on Dietz Airpark east of Canby. They are working long and hard on the remodel in order to get it ready in time. Rob tells me that the reflectors on the grass strip tend to disappear when you flare at night, so I suggest you plan on driving in.

Closing joke

I sometimes close with a joke, but this is election time and I don't like political jokes: too many of them get elected. Oh well, just in case my man got elected, here are a few real political jokes (one-liners all) for you to enjoy. If your man didn't get elected, I hope they cheer you up. Will Rogers said political elections are a good deal like marriages: there's no accounting for anyone's taste. To the candidate running for re-election, all issues lead to the stream where horses must not be swapped in the middle of. Every candidate is entitled to his own opinion, if you can only find out what it is. Never judge Presidential timber by its bark. In politics, criticism is never inhibited by ignorance. Mud and whitewash are the strange bedfellows of politics. And finally, a pollster first tells you how an election will turn out, and then tells you why it didn't.

New Prop Balancer Program!

By Randy Lervold

The Chapter 105 board is pleased to announce a significant new program for members: a state-of-the-art propeller balancing system. Specifically, the Chapter has purchased a Dynamic Solutions Systems MicroVib™ II Aircraft Analyzer to add to our already robust Tool Crib program.

First though, how are we able to purchase such a \$6,000 tool? Simply put, this new system is a direct result of merging the Home Wing with Chapter 105 last year. As a relatively large and active organization with essentially no expense overhead, our Home Wing dues, which were a whopping \$10 per year, accumulated nicely over the years. T-shirt and food sales from our annual fly-in also made a contribution in every year but one (when it rained and attendance was very light). As the years wore on the bank account grew nicely. We occasionally spent money to add tools to the tool crib, but we still generated a surplus every year to the point where when we merged we had over \$6,000 in our checking account. In the interest of fairness to Chapters 902 and 782, at the time of the merger checks were sent to them for a pro rata portion of the treasure based on Home Wing mem-

bers who were also members of those chapters. Still, \$5,500 remained. There had been discussion in the Home Wing for some time about acquiring a balancer but we never seemed able to overcome several of the potential obstacles.

Upon merging I suggested the idea of acquiring the balancer to the 105 board, and that this would be a very appropriate use of the Home Wing funds. As one of the Home Wing leaders I felt a responsibility to the membership to utilize these funds in a way that would benefit the very members who had contributed to this fund over the years. I'm very pleased now that we are able to introduce this asset and program to the membership. I think Home Wing members should be proud of what we accomplished over the years and what we now have to show for it!

Now, on to the new program: this is not just a balancer, it's a program. Its one thing to have a loaner program on some tools that might be worth a few hundred dollars, but our most expensive tool to date is the scale system with a value of about \$1,000. A \$6,000 computer prop balancer is a different animal: more complicated, much more fragile, and perhaps too valuable to simply sign out. Therefore integral with the acquisition of the system is the program to manage it. Here's a summary of the program:

- For Chapter 105 members and their aircraft only.
- Managed/used exclusively by 4 people: Randy Lervold (program manager), Randy Griffin, Rob Hickman, and Mike McGee.
- A \$10 fee will be assessed for each balance job. The money is to be used both for consumable supplies (weights, tape, etc.) and a reserve fund for the inevitable repairs or updates we will need over the years.



So...What's That Type??

Can you guess? Flip to page 8 For the answer.



- The member assumes all responsibility/liability, the managers are only assisting YOU balance your prop by operating the equipment.

I'm sure you'll agree that these parameters make sense. The managers may evolve over time, but four was the largest group the company will train, yet should be enough to ensure good availability based on everyone's schedules. Included in the purchase price is a full day on-site training session by the DSS factory. We are presently trying to get this session scheduled, then we'll be ready to start scheduling.

Procedure

Once we get our chapter hangar complete all balancing



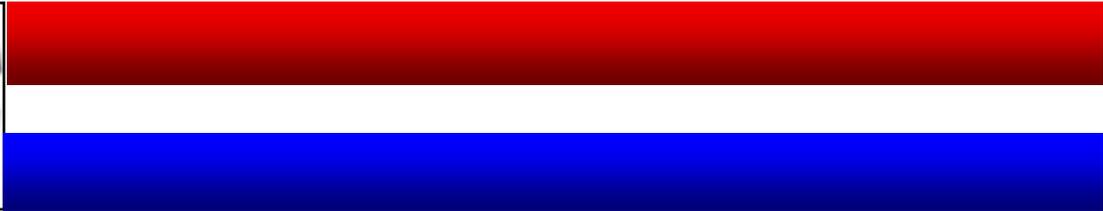
will take place there, but until then we'll make arrangements that work both for you and the person doing the balancing. Balancing will likely be at your hangar, but since it will be most efficient to balance more than one plane in a day you may be asked to fly to another member's hangar where everyone can meet. With four of us able to operate the system there should be no problem having someone available for you. Randy Lervold will do all scheduling, contact him at randy@romeolima, 360-254-9291 office, or 360-817-9091 at home. Allow about two hours for the entire procedure.

In advance:

- Remove cowling.
- Make sure the center case bolts toward the front of the engine are accessible (accelerometer attaches to a case bolt.)
- Have some means of restraining the aircraft available: you will need to run it up to your preferred cruise rpm and manifold pressure. A rope tied to a car or something stationary works best.
- Have your airframe logbook available so you can make the proper logbook entry. It is recommended to log the procedure in your airframe log with date, description, starting balance reading (in I.P.S.), weight added, and ending balance reading.
- Be prepared to pay the \$10 reserve fee to the person doing the balancing.

Once we get up and running all the pertinent information will be on the web site on the Resources page. Congratulations to the Chapter on the addition of this valuable new program!

Randy



Success is accomplished in a lot of ways. Luck, ingenuity, hard work or just plain stubbornness. Many of you know I've been "working with" the FAA on getting my airman's medical certification back for about two years. On the Friday before Labor day weekend I took a medical check ride and was issued a new Third Class Airman's Medical and a Statement of Demonstrated Ability. As of this writing N996RV now has 5.8 more hours on it than it had last month and last year.

I honestly believe that the only reason I finally got it back is just plain stubbornness. A lot of pilots throw in the towel when they get that first letter that says medical denied/revoked. That alone probably gets 50% of the file load off of the special issuance desks at Aero Medical Certification. Having a five month turnaround between letters and medical applications also does wonders for credibility.

For any one of you that have been grounded and still want that certification under your wings, keep at it, don't throw in the towel. Sooner or later stubbornness will prevail. It's just another government agency.

Altitude is also accomplished in several ways. I

took a break from newsletter duties in September. Diana and I headed to Peru for a few weeks to take in the archeological sites like Mach Pichu and Nasca. We figured at our age it would not be easy hiking around the Andes mountains at nose bleed altitudes so Diana found Manu Expeditions. Thanks to Manu and a few good horses, not to mention, a guide, two cooks, eight porters and seventeen mules, we spent five days riding up and down and around the Peruvian Andes. Not a rigorous ride by any means, more a pampered expedition style. With four of the camp sites at over 12,000 feet and the highest pass we crossed at 15,500 feet, I have now been higher on a horse than I have ever been in my RV-4.

A rose by any other name... As a MOGAS user (once again), approaching the season of ethanol laced winter

fuel, I was "barreling up" my winter supply at the local Chevron station. Normally driving a 40 mpg car with a 40 \$/month gas bill I found myself obtaining about 200 gallons of gas and running my credit card bill up a bit (an order of magnitude). Suddenly the card stopped working.

In this age of computer tracked purchases I knew what had likely happened was that I was spending much more than normal and it looked like the card was stolen. I simply neglected to call the company and "warn them" in advance. Calling them the next day to straighten it out -- and get my gas card working again -- I explained that I was just getting some extra fuel for my (ahem) "off-road vehicle". "Oh!" the nice lady said on the other end of the phone, "...you have an RV?" (Pregnant pause)

"Uh, yeah. Yes, yes I DO have an RV (snicker, snicker)" "Okay sir, I'll just make a note in your record and this won't happen again. Have a nice day."

And you have a nice weekend, and some blue skies to go with your RV (wink-nudge).



15,500 feet in the Peruvian Andes. Higher than the RV-4 has ever been.



RV camp ground at its finest. Northwest EAA Flyin, Arlington, Washington, July, 2003.

WHEN'ZITGONNABEDONE?

Amit Dagan

How many times have I heard this or a similar question during the building process: "What is the projected ETA?" "When is the first flight?" "When is it going to be done?"



What is it with people that they are looking for a specific time, a dead line, a known point at which the project will be finished? Is it that they can't imagine enjoying the journey, that the path is more important than the destination?

1500 hours is the factory's estimate, but I am not counting the hours. Should I be counting the hours I spend contemplating the next task? I often have dreams about the problem I am trying to solve - should dreaming time go towards the 1500 hours? I don't think so...

Why is it that important - the answer to "when will it be done?" Why can't people ask questions like "what are you working on now?" or - "can I buy you the propeller?" (Yeah! That would be great! Thanks!)

My first answer to the "When'zitgonnabedone" question was: "Tuesday". Some gullible folks actually looked at me with wide open eyes and almost thought I was serious for a moment. Then I added "Some Tuesday". I grew tired of that answer pretty quick though, and started to just shrug and say "Who knows..."

Then one day it dawned on me, isn't the formal purpose of building these little airplanes "education and recreation"?* - isn't that the motto written over the homebuilders logo? The recreation part is all for the builder and active helpers. The education part should probably be elaborated a bit: With regards to the un-educated visitor

to the garage, I think the builder has a little responsibility to expand their horizon, so that they know a little more to ask about, rather than just the "When'zitgonnabedone" question.

Next time somebody walks into my work space and says "Wow! You're building an airplane!", and after the obligatory comments are over, I'll pick one subject, and educate them! Tell them what I am trying to do, or figure out, or the plan for the panel. Let them know the decisions I am going to have to make soon (tail wheel/tri-gear, slider/tip-up, etc.) and before they ask me the



"When'zitgonnabedone" question, tell them that the last question any homebuilder wants to hear is the "When'zitgonnabedone" one. I'll top it off with some comments as to the importance of the journey, and if they still don't get it, well, at least I tried to educate them.

Ah, the frustration...



Is Joe and Char Miller's RV-9A now one of the most widely traveled — at least in spirit? Mike McGee displays his RV fashion at Machu Pichu, Peru.

Meeting Coordinator:

Randall Henderson

503-297-5045
rv6n6r@comcast.net



November 2004 Meeting

Program: Pie Auction and Sport Pilot Presentation

**Address: Chap 105 Hangar,
Stark's Twin Oaks Airpark**

Date: Thursday November 11, 2004

Time: 7:00 pm

The November meeting will start with our annual Pie Auction. This is always a great event, so bring a pie or your wallet (or both)! The second part of the night's program will be a talk by Mike Robertson about the new Sport Pilot rule. Also on the agenda will be 2005 officer elections.



From Portland: Take Highway 217 to the Scholls Ferry exit, go west on Scholls Ferry for approx. 7 miles. There is a flashing yellow light where Scholls Ferry makes a hard left turn to go to Sherwood; DON'T make this left, but instead continue west and you'll be on River Road. About one mile past the flashing yellow light is Twin Oaks, on the left. If you get to the four way stop at Farmington, you've gone too far. (If you reach the Alpaca farm, you've gone just a little too far!)

From Hillsboro: Take River road south. About a mile beyond the 4-way stop at Farmington Road is Twin Oaks

Airpark, on the right — just past the Alpaca farm.

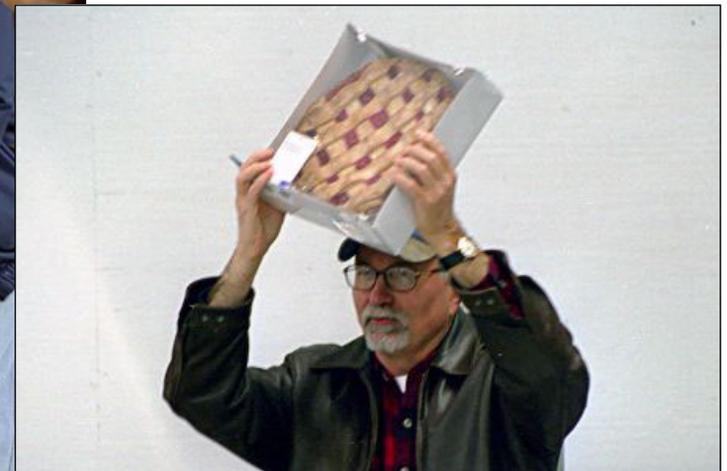
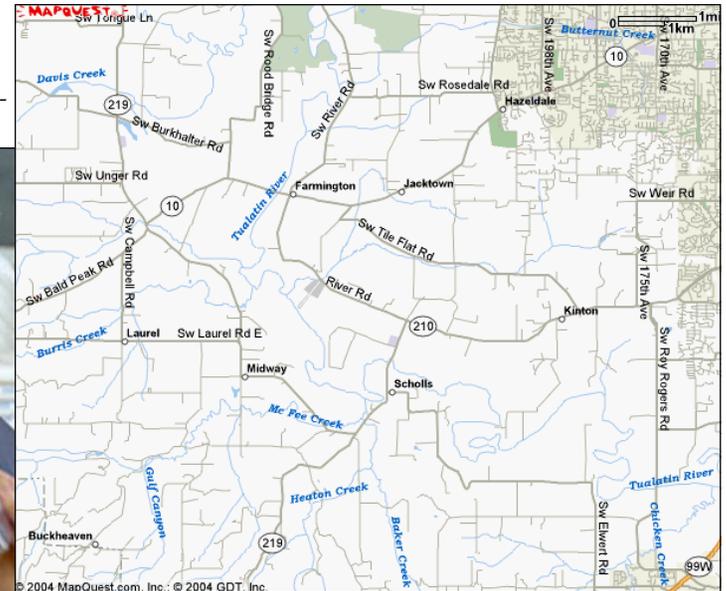
From the Air: The identifier is 7S3. Twin Oaks is a "non-standard" airport with noise abatement requirements; be sure to check the flight guide and follow the published procedures. Please park your plane in the transient parking area by the fuel pump, or over on the west side of the runway.

Plane Pool!

Members who plan to fly to the meeting are en-

couraged to take the opportunity to share any empty seats with still-building or other ground-bound types. A good way to offer or ask for a seat is to use one of the local group email lists. Details about the email lists can be found on the chapter's Resources page.

Want to host a meeting? Contact the Meeting Coordinator, Randall Henderson.



October Meeting at the Hillsboro Airport

Condition Inspection with Randall Henderson, Dan Benua and Randy Lervold

specification checklist from the many online sources available and customized it to their own plane. An example of one can be found on the Chapter 105 website under Resources at <http://www.eaa105.org>.

After the meeting came to order we introduced new people and heard of a

few mile-stones-reached. When business was taken care of we broke up into three groups for airplane inspections.

Group one with Randall Henderson concentrated on the airframe with all its inspection points. Controls from stick to trailing edge, overall inspection of the skin and rivets, etc. You are looking for wear items like hinge points and vibration stress to riveted joints as well as wiring.

Group two with Randy Lervold focused on the wheels, brakes, and landing gear. Randy talked about proper way to grease the bearings, keep the tail wheel working smooth, and making sure the brakes were in good shape. Inspection of these areas is important, particularly in a tail-dragger.



It's getting to that time of year in the Pacific Northwest when flying days start giving way to maintenance days. It's no mystery why most of our annuals are due in the winter around here. The good flying weather is too valuable to have your plane AOG.

With inspection season in mind, Randall, Dan and

Randy organized the October meeting as a round robin workshop demonstrating the majority of the condition inspection process. While this did not serve to be a comprehensive condition inspection for all aircraft it did an excellent job of hitting the inspection points of the RV series. The condition or annual inspection checklist can be derived from AC 43 but most have acquired an in-





So...what's that??

Quiz photos appeared on page 3. The Nord model 3202 entered service with the (French) Armee de l'Air in 1959 as a basic flight and aerobatic trainer. This example, the "Yellow Bellied Gas Sucker" was built in France in 1962. Originally powered by a single 260 HP Potez inverted 4-cylinder engine, this plane has been switched to a 300 HP Lyc. 6-cylinder with 3-blade prop. Wing span: 31' 2"; length: 26' 8"; height: 9' 3". Empty wt: 1813 lbs; 2960 gross.



**Pacesetter
Props (the
company)
For Sale**

- Carving Machine (tracer lathe)
- Hub Tracker
- Inventory of Hub extensions (4, 6 & 8 Lycoming)
- All Patterns (Cassidy designed)
- Glue beams & clamps
- Finish work table
- Contact Keith 503-628-0547



Group three, led by Dan Benua concentrated on the firewall forward. Dan covered ignition maintenance and inspection from spark plug cleaning to magneto timing. Compression testing was talked about and explained how it was different than your typical automotive compression test. Oil change and filter inspection was covered. This is an important step in determining the health of your engine. Dan's plane is equipped with a constant speed prop and it has its own inspection and maintenance needs as well.

After about 30 minutes of inspection time at each station the groups rotated to the next station. This way everyone got to get a good look at the whole plane without crowding in and around everyone else. This made for an excellent evening that should prove to be a good learning experience for everyone there.

Don't forget the next chapter meeting at Twin Oaks.

[Photos continue on next page. Ed.]

Upper: Randall Henderson talks about airframe inspections in front of his RV-6.

Middle: Dan Benua covers the high points of the firewall forward inspection at the business end of his RV-6A.

Lower: Randy Lervold talks about the care and feeding of wheel bearings.





Oil filter cut open for inspection. A magnifying glass and a magnet are useful tools at this stage.



Tail wheel fork pivot inspection and lubrication.



Bent nose gear in for inspection. This got replaced after an under-puddle pot hole was discovered by an RV-9A



Up on blocks, the wheel spindle is cleaned, inspected and given a light coat of grease. The brake pads are inspected and cleaned or replaced and the brake caliper is cleaned and inspected.



Empennage attach inspection. Missing something here can really ruin your day.



Gear leg and engine mount inspection.

Future Meetings

**Dec – Christmas Party at the
Hickman's, Dietz Airpark**

**Jan – Dan Benua's RV-10, Portland
(tentative)**

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.

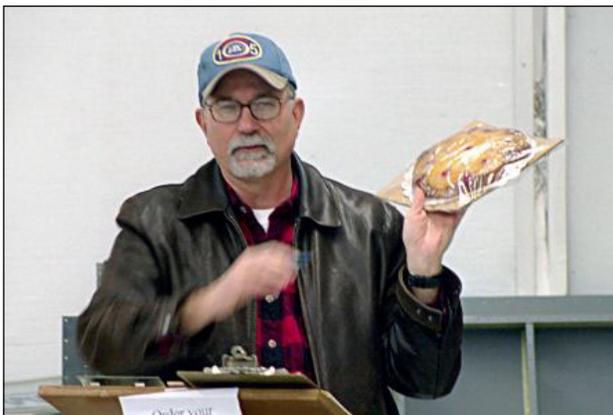
The structure of the meetings is pretty loose. The first 40 minutes or so is generally spent socializing, eating chips and dip, and checking out the project. Then we get down to "business", with introductions of new members and guests, milestones, discussions of group issues, open items, and the host 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.
- A program. Once we get through the business part of the meeting, you'll be expected to talk about your project for 20 minutes or so. For example, people usually like to know –
 - Anything in particular that led you to choose this particular project?
 - Any 'gotchas' to let others know about?
 - Any cool techniques or tips to pass on?
 - What would you do different next time?
 - Have you used a TC? Do you plan to use a Flight Advisor?
 - What kind of primer did you use? ;-)

Contact the Meeting Coordinator if you are interested in hosting a meeting.



IMPORTANT: *The Van's Air Force Home Wing and EAA Chapter 105 newsletter is in no way a publication of Van's Aircraft or any other corporation. All products reviewed or mentioned are not necessarily recommended for use by the Home Wing or EAA Chapter 105, but are included for informational purposes only. All building or flying tips represent only the means by which the builder whose name is associated with the tip chose to build or fly his/her aircraft. Builder's tips are not meant to replace the plans and instructions from Van's Aircraft or any other company. All information is presented only as a source of information, and this newsletter is a forum for exchange and the sharing of ideas and construction methods only. NO responsibility or liability is assumed, expressed, or implied as to the suitability, accuracy, safety or approval thereof. Any party using the suggestions, ideas, or examples does so at their own risk and discretion and without recourse against anyone. The editors of the Home Wing and EAA Chapter 105 newsletters and the builder's tips submitters are not responsible for any product, incorrect construction, design failure, unsafe aircraft operation practice, nor any other peril. Any material printed within may not be reprinted without specific permission, and then should include credit to the original source and author. The Home Wing and EAA Chapter 105 newsletter is published monthly. A complimentary issue for new builders is available upon request. Mail or e-mail all subscriptions, ideas, tips, tricks, and articles to the newsletter editor.*

Board Meeting Highlights

Your Chapter 105 Board

The October board meeting was held at 7:00 PM, at Baja Fresh (Scholl's Ferry Rd at SW 121st). Attending were Rion Bourgeois, Mike McGee, Randall Henderson, Jennie Hickman, Jim Pace, Woody Hall and Benton Holzwarth.

The September minutes were distributed ahead of the meeting and were approved as circulated.

Old Business:

- Green Lathe: Benton was charged with trying to find someone who would use it as a display as an alternative to selling as scrap. No progress on this front.
- Prop Balancer (RandyL): The equipment has arrived. The price includes a training session, but that hasn't been set up yet.
- RV-6 wing and tail kits (Rion): There's been a nibble from Evergreen Aviation Museum on behalf of Lane County CC.
- Chapter hangar (Several): No updates.
- Upcoming meetings (Randall): Nov - Pie Auction and a Sport Pilot Rule presentation from Mike Robertson at the chapter hangar. Dec - Christmas Banquet, hosted by the Hickman's at Dietz Airpark, Fri, Dec 10th. \$750 was authorized for comestibles.
- Young Eagles (Harvey): No update.
- Refurbish/Replace chapter sign (on side of Twin Oaks hangar): Woody Hall is chasing this now. He and CarlB are looking into vinyl signs, and cut vinyl letters attached to painted plywood (I think). \$200 was previously authorized for this work.
- Sound System: PhilS was championing this, then Benton's name attached, but he didn't make any headway. Idea is to beg/borrow/steal an air-band radio, and connect to speakers in hangar and on patio for breakfast folks to listen to CTAF at Pancake Breakfasts, etc. Benton added idea to include a low-power FM translator so FM radios

Chapter Calendar

Brent Anderson

Nov 6	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Nov 11	EAA 105 Chapter Meeting 503-646-8763
Dec 4	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Dec 10 (FRIDAY!)	EAA 105 Chapter Meeting & Holiday Banquet 503-646-8763

could also pick up the transmissions. Will post in NL as a 'Volunteer Op' if anyone else is willing and able to take it on.

- Breakfast (MikeM): Provisioning: Mike McGee has the account book and says count on him until further notice. Motion was made to appoint him Quartermaster for the upcoming year. While on a roll, we pushed Sgt. at Arms on RandallH.
- EAA Calendars (Rion): By acclimation, decided to pass this year. We've bought a dozen or so in past years, but often wind up selling last few at deep discount and merely break even on the deal if that. Individuals desiring copies can buy them directly from HQ.

New Business:

- (Benton) Charles Rice has volunteered to help with the publishing and mailing of the paper edition of the newsletter. Benton posted the chapter staplers and stamps to him earlier in the week.
- Benton raised the question of whether we'd be short on board members with his taking two positions (NLE and Sec'y) that usually each provide a board member. Rion thinks we're OK on count, vis-a-vis the requirements of our charter, but additional members are always welcome -- anyone wanting to attend a board meeting to raise questions or help steer the direction of the chapter is welcome.

2004 Aviation Calendar

Nov 4-7	Tucson, Az IAC Ch 62 Tequila Cup Aerobatic Contest 520-887-9399
Nov 6	Chino, Ca Northrup N9N Flying Wing Demo 909-597-3722
Nov 6-7	Mesa, Az Falcon Field (FFZ) Annual Veteran's Day Fly-in 480-924-1940
Nov 6-7	Thermal, Ca Airshow at Desert Resorts Regional Airport 909-696-2023
Nov 13	Truckee, Ca (TRK) EAA Pancake Breakfast 530-587-4811
Nov 13-14	Las Vegas, Nv Nellis Airforce Base Airshow www.nellisairshow.com
Nov 17-21	Ensenada to Mulege, Baja Bush Pilots explore Mexico, BC 480-730-4250
Nov 21	La Verne, Ca Brackett Field (POC) Thanksgiving Antique Aircraft & Classic Car Display 626-576-8692
Dec 2-4	Casa Grande, Az IAC Ch 69 & 62 State Aerobatic Championships
Dec 11	Truckee, Ca (TRK) EAA Pancake Breakfast 530-587-4811
Jan 8-9 '05	Upland, Ca Cable Airport (CCB) 30 th Annual Pomona Valley Air Fair 909-238-4508
Feb 10-12	Ontario, Ca Soaring Society of America National Convention 505-392-1177
Feb 26-27 '05	Puyallup, Wa Northwest Aviation Conference 866-922-7469
Mar 6-9	Baja California, Mexico El Galito Baja Bush Pilots Whales 2005 Trip II; 480-730-3250
Mar 15	Scottsdale, Az (SDL) Business Aircraft & Jet Preview
May 19-21	Hayward, Ca (HWD) Hayward Proficiency Air Race 925-784-7128
Jun 13-15 '05	Paris, France- Paris Airshow 2005

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 (\$2500 for chapter members!) takes it all!** Contact Rion for viewing -- 503-646-8763 (eve), 503-670-1144 (day), 503-720-9394 (cell)

Hangar Mate Needed — to share large HIO space with two RVs for \$150/mo. Ideally this would be a Piper high-wing (Tri-Pacer/Colt) or a vintage C-182. Alternatively, if you would like to store your boat/glider/precious car in a locked hangar in a fenced airport, please contact Bob (503-771-6361) or Amit (503-292-9780) [02/05]

RV Parts — Stainless steel outboard landing gear fairing brackets (U-808). Available in 18 gauge and 14 gauge. Will not break like aluminum brackets. \$20 for set of two. New complete 60 amp alternator kit. All mounting brackets have been primed and painted. Includes brace between alternator and starter. \$220 (\$30 off Van's price). RV-6/8 Pre-punched Empennage video set from George and Becki Orndorff. \$20. Len Kauffman 503-885-1920 or lakauf@comcast.net [02/05]

FOR SALE — Pacesetter Propeller Works, LTD. Includes Carving Machine (tracer lathe), Hub Tracker, Inventory of Hub extensions (4,6 & 8 Lycoming), All patterns (Cassidy designed), glue beams & clamps, finish work table. Please contact Keith at 503-628-0547 [01/05]

Parts for Sale -- Voltage Regulator (Vans) ES-VR-1751, Unused \$25; Fuel Pump (High Press for Fuel Inj), Weldon 8120-G, Used, \$200; Fire Sleeve straps (3) \$1 ea; Gascolator (Vans) GAS-5 Complete Assy, New \$50; Headsets, Flightcom F20, Used \$25 ea/\$45 both; Tail/Wing jig (wood), \$25 -- Contact Joe Blank 503-829-6333 or jeblank@molalla.net [11/04]

Ryobi BS900 Bandsaw — Hobby-grade wood-cutting bandsaw. Lightly used. \$45 Reviews: <http://tinyurl.com/2memf> Benton 503-684-2008 eves [11/04]

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

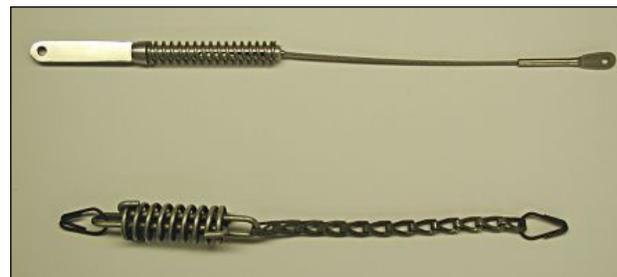
Duckworks Landing Lights — Standard kits start at \$75. Round Halogen and Xenon HID lights are available for new installations and upgrades of our kits and others. For details/pricing see www.duckworksaviation.com or call 503-543-2298

Bill Esther Engraving — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html ecaps.1@juno.com or 503-851-6375

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



Brentz Enterprises — Tail Lynx — Tail steering springs made from aircraft-grade materials. Small, strong, streamlined and all Stainless steel. Now available through Van's Aircraft — www.vansaircraft.com or 503-678-6545



Editor's Notes

Benton Holzwarth v2



The end of another flying season approaches, at least for those of us less hale and hardy. It seems like I got off the ground so little this summer, that I'm determined to get a little air as often as possible through the cold season.

A program note — I haven't been able to verify it, but have heard the CBS—60 Minutes show for Nov. 7 will carry a segment on Burt Rutan and the recent sub-orbital flights.

“Contact!” Chapter Officers and Staff		
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Portland/Twin Oaks EAA Chapter 105 Membership Registration / Renewal Form



Renewal \$20 New Member \$25
 Send to: Jennifer Hickman
 24172 S. Skylane Dr.
 Canby, OR 97013

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?): _____



A Piper J-3 'Cub' — a typical Sport Pilot mount.

Next Meeting

VAF-Home Wing / Chapter 105

- Mike Robertson presents info on the new Sport Pilot Rule
- Annual Pie Auction
- Nov 11 at 7:00 PM
- The Chapter Hangar, Twin Oaks Airpark



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

To:

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

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