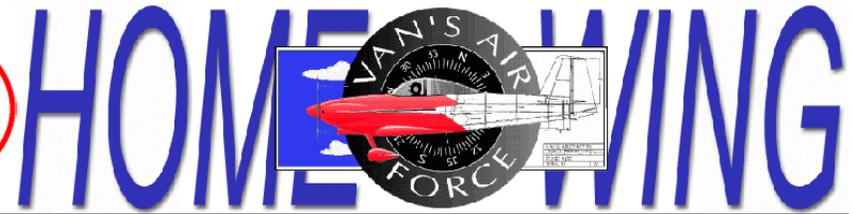
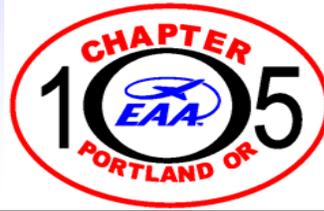


Experimental Aircraft Association

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.



Next meetings

- Dec 10 — Annual Holiday Party! This year at the Hickman's home on Dietz Airpark, Canby.
- Dec 16 — Board Meeting: 7:00 PM at Bridgeport Pub, 1313 NW Marshall, Portland.

Newsletter Deadline — Dec 18

- Newsletter article contributions and ads are welcome anytime, but may be held to a later issue if received after Dec 18.

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122.75

J. Rion Bourgeois, Chapter President

November meeting retrospective: Sport Pilot rule and pie auction

Mike Robertson did a marvelous job, with the help of Powerpoint and a laptop, presenting the basics of the new Sport Pilot rule in a very short period of time, leaving lots of room for the annual pie auction at the Twin Oaks chapter hangar. As usual, the auction was loads of fun, and generated over \$300 for the project hangar fund. Several ladies contributed multiple pies, a few of which were consumed on the spot. I bought one of the wife's, so I'm still married.



Election results

We also held the annual election of officers at the November meeting. The slate of officers nominated by the nominating committee have won in a landslide. The chapter officers for next year are Rion Bourgeois, president; Randy Lervold, vice-president; Benton Holzwarth, secretary; and Jenny Hickman, treasurer. So far, we have heard of no members threatening to move to Canada.

December meeting prospective: Holiday Banquet

With less than two weeks to go, Rob and Jenny Hickman are working day and night to finish their remodel in time for the chapter's holiday banquet on FRIDAY December 10, 2004 at their new home at Dietz Airpark. This is sure to be fun, whether we are eating off of paper plates or bone china. Be there or be square.

Chapter Dues are Due for Most of You!

Don't Make Us Come Find You...



Breakfast KP Duty

Saturday, December 4th, 2004

7:00 AM	9AM
Paul Cenac	Mike McGee
Phil Groelz	Greg Halverson
Amit Dagan	Gerald Dunlap
Gary Daubert	Norm Durrell
Randy DeBauw	Don Dykstra
John Griffith	Dan Harris
Michael DiLulio	Bob Duncan
Benton Holzwarth	Gary Graham

Saturday, January 1st, 2005

7:00 AM	9:00 AM
John Elford	Gene Frye
Greg English	Dunstan Fandel
Sam Fonteno	Todd Farmer
Pete Forsyth	Zane Gard
Walt Foster	Darrell Gerrard
Warren Fraim	Keith Gover
Aaron Frechette	Robert Grace
Ed Fredricks	Ron Graff

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

Annual reflection

I suppose it would be appropriate to take this opportunity to reflect on the past year. Last year ended in controversy, with the potential merger with the Home Wing RV builders' group a matter of some debate. This year is ending quietly, with another year of successful breakfasts behind us, a successful merger, and an expanding membership. The meetings have all been interesting, and are now more project oriented. We visited a variety of homebuilt, experimental aircraft projects, from composite motorgliders, to one off sport planes, to alternative engines, to the ubiquitous RV. The Scappoose RV fly-in was a great success, as usual, but with a Russian accent this year as well as insurance coverage and lots of Young Eagles flights. We hosted another Poker Run, and the flyout to Oshkosh sounded exciting, although I missed it again. We didn't get to host the EAA's B-17 this year, due to its gear collapse at Van Nuys, but the chapter made a great showing at the Hillsboro International Airshow both on the ground and in the air. We still don't have a project hangar, but hopefully will by this time next year. All in all it has been a successful year for Chapter 105, home of the Home Wing, and I am looking forward to another good year in 2005.

Closing observations

Now that the national presidential elections are over, I can say I learned one thing about my fellow chapter members. The one thing that unites all of us, regardless of age, gender, religion, economic status, or ethnic background, is that, deep down inside, we ALL believe that we are above average pilots.

Never be afraid to try something new. Remember that a lone amateur built the Ark, and a large group of professional's built the Titanic.

Never be afraid to try something new. Your friends love you anyway.

Are You Off Balance?

Randy Lervold



On November 13th your prop balancing staff, Randy Lervold, Randy Griffin, Mike McGee, and Rob Hickman, received their training from Dynamic Systems Solutions (DSS). This was an all day session with the morning spent in the classroom and the afternoon in the hangar where we used Rion's plane as our test mule. The session was very informative. In spite of spending an entire day at it I felt like we just scratched the surface of what there is to know. For example, did you know that there are three ways in which your prop can be unbalanced?

#1 Mass imbalance

Just like your wheel/tire assembly being unbalanced, a mass imbalance means it is not "statically" balanced. Fortunately most prop manufacturers do a good job of statically balancing their props. A mass imbalance is indeed corrected by a dynamic balance process.

#2 Aerodynamic imbalance

Where one blade doesn't have exactly the same pitch as the other blade, an unequal thrust force will be generated. Balancing will not correct this situation. If you have a fixed pitch prop then a prop shop may be able to bend it. If you have a c/s prop then a prop shop may be able to adjust the stops or pitch links for each blade. Of course a properly manufactured prop should not have this malady to start with.

#3 Non-concentricity imbalance

Even though your prop hub mounting holes are carefully aligned and drilled, there is still a few thousands play around the bolts. This tiny bit of slop, as little as .001", is the most common source of imbalance, and largely what is corrected with all dynamic prop balance systems. For this reason your prop should be re-balanced any time you remove/reinstall it.

DSS has found that the average starting imbalance is .4 IPS and the average ending imbalance is .04 IPS. Your Chapter 105 staff has agreed to use .02 IPS as our goal and standard. Rion's prop measured .235 initial right in line with industry averages, but we managed to get it to .013 IPS by the end of the day.



For reference, the following table summarizes DSS's view of various vibration levels:

Relative Propeller/Engine Vibration Levels	
0.8 IPS and higher	Dangerous
0.4 to 0.8 IPS	Rough
0.2 to 0.4 IPS	Moderately rough
0.1 to 0.2 IPS	Fair
0.1 IPS and below	Smooth

If the initial reading on any prop to be balanced is 1.0 IPS or higher we'll ask you to remove the prop and remount it 180° from the original position.

We are now ready balance props, bring it on! I'll do the scheduling, but it might be any of the four of us who do the balancing. We'll likely try to schedule two planes in one session just to make better use of our time. Information on program specifics can be found on the Chapter's web site on the Resources page.

...Randy



Do You Want to Win a KitFox?



EAA Chapter 517, Inc. in Missoula, Montana is conducting a sweepstakes



with a KitFox Model V which was completed in 1997 as the Grand Prize. Built

by a retired airline captain, this beautifully completed aircraft is powered by a Teledyne Continental IO-240 engine. This beautiful airplane, painted in a patriotic red, white, and blue scheme, has approximately 110 hours total time and is a 9+ inside and out. Pictures and full details about this airplane are available on the EAA Chapter 517, Inc. website: www.eaa517.org. In addition to the Grand Prize KitFox, 1st prize will be a Garmin GPS, and 2nd prize will be a Lightspeed ANR headset.

This sweepstakes is unique because Chapter 517 will only offer a maximum of only 4,000 tickets. The odds of winning will be based on how many ticket are actually issued. The Chapter hopes to receive donations for a minimum of 3,000 tickets to see an appropriate return on the generous donation made by one of our Chapter members. A donation of \$25.00 is requested for each ticket. The drawing for this sweepstakes will be held on March 5, 2005.

<http://www.eaa517.org/Sweepstake.htm>

Phase 2, First Flight or The Next Question After the Whenzitgonnabedone Amit Dagan



During my Phase-1 flight-testing hours, the circle of friends and relatives that used to bother me with the "Whenzitgonnabedone" question found a new topic. After I would explain about the restrictions of the testing, and that I could only take Gail up with me after I flew the first 40 hours by myself, they came up with this one:

*"Do you have your first flight together planned?
Where are you gonna go?"*

This left me stumped just as much as the "W" question. I suppose some people have a special destination they are dreaming about taking their spouse to in their recently completed Pride and Joy, but I honestly didn't think of any specific destination. Maybe I am just not the sentimental type? I figured pretty much everywhere is beau-

tiful around here if the weather is nice, we'll just go up and have fun!

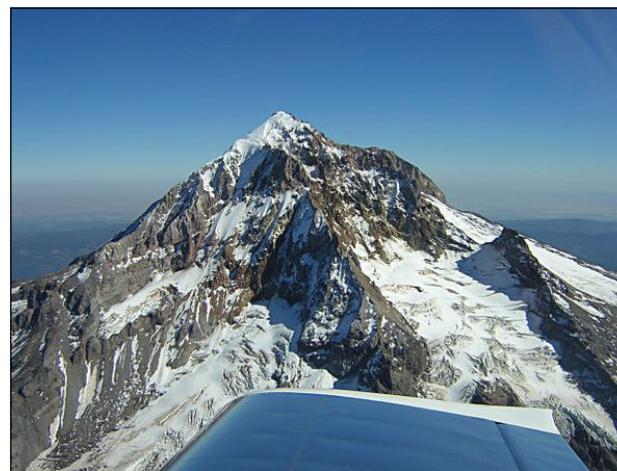
The day finally came, and we decided on flying up the Oregon coast. It is a dramatic landscape from the

ground, made even more spectacular from the air.

Aha! You want the coast?! Well guess what: the coast is socked in! That's local speak for foggy, or as the METAR code likes to say: FG. And as the three letter acronym people like to say: we were SOL.

Luckily the Gorge was clear, and remarkably not windy, all the way to The Dalles, where the airport café still serves burgers and sandwiches.

Sitting outside in the shade, looking at a Stearman refuel-





ing and a Cessna departing; a rather sleepy airport - just perfect for lunch. Then Fellow chapter member Will Mensink walks up and introduces himself. He is building an -8 and loves distractions... Will takes an approving look at our RV tied down in the transient parking before going back to his hangar. A Lear-Jet taxis in, and parks on the starboard side of the RV. I never thought I'd say this, but even a boring 'ol tricycle bizjet can look good next to an RV...

Lunch is over, and it's too beautiful to just sleep on the bench. We're off again, this time to the south to take a look at Mt. Hood. Did I mention just how beautiful everything around is?! At 10,000 feet MSL we're still not above the peak, but close enough to really appreciate it.



It's time to head back home, and Gail gets a few minutes of RV stick-time. Notice that this does not include rudder pedal time...

Even without the pedals, Gail did a fantastic job of keeping us on course, and is that an RV grin in profile?

In the end we logged 2.8 hours for this special flight. It was nothing we really planned; just beautiful and simple, life is good in phase 2...





HILLSBORO, ORE.
Pacesetter
200
EXPERIMENTAL

**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



A Review of RV Accidents in the Last Year*

Brian Moentenich



A review of AOPA's accident database for RV accidents during the last year revealed there were 28 accidents, 8 of which were fatal. One accident occurred during taxi - so there were really only 27 accidents which occurred during flight or attempted flight making the fatal accident rate to be 30%. In 2002, RVs had a 33% fatal rate.

Of those 27 accidents involving flight, 12 were due to the engine quitting and an additional one occurred when attempting to land at an airport shortly after an oil-line failure. Of the 12 accidents caused by engine failure, more than half (7) were due to either fuel exhaustion or fuel mis-management. It's possible an additional accident was caused by fuel exhaustion or mis-management (the accident report doesn't say). A night (10 PM) VFR departure accident occurred when the pilot attempted to fly to another nearby airport (from JOT to LOT) to re-fuel.

Of the remaining five accidents caused by engine failure, two involved auto engines. One was a Subaru which experienced vapor lock using auto fuel and one was a new Chevrolet V-6 engine with inadequate bearing clearance. The remaining 3 engine failures were due to unknown causes.

There were 11 landing accidents which were due to such things as landing hard and causing either the nose or main gear leg to collapse, stalling, and in one case, at-

* RV accidents occurring from 12-11-03 through 11-03-04

tempting to land with the tow bar still attached to the nose gear.

There were only three accidents caused by stalling the airplane. One occurred during a go-around attempt, one occurred during landing during gusty winds and one occurred during a take off attempt when the pilot was probably distracted by attempting to close his canopy.

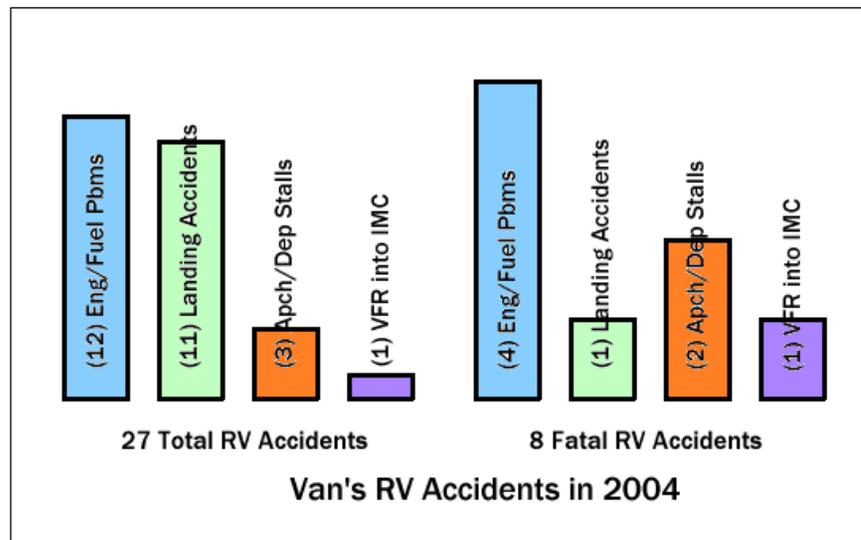
Of the fatal accidents, four involved fuel starvation, one was due to continued VFR flight into IMC conditions, one occurred during a night VFR departure (it could have been fuel starvation as well), one was a landing accident (a nose-over) which occurred when the nose gear collapsed and one occurred during take off (the pilot was observed to be attempting to close the canopy) and stalled.

What can be learned from the above? Well, 23 or 24 of

the 27 (85% - 89%) accidents occurred when the engine quit or during a landing attempt. The good news (if it can be called that) is there were only 3 accidents involving stalls. This shouldn't be surprising as RV's are tough to stall inadvertently. If we can keep our engine running, control our bird when landing and not allow our airspeed to decay to stall speed, we can avoid most causes of accidents.

A review of accidents during the last year involving Cessna 172s on personal flights revealed that there were 16 fatal accidents out of a total of 72 (22%). In 2002, factory built single engine GA airplanes had a 20% fatal accident rate. Six of the fatal Cessna accidents appeared to involve inclement weather such as landing in fog or continued flight into IMC, three occurred during takeoff (stalling mostly) and four occurred during landing or during an attempted go-around. Interestingly, three fatal accidents occurred during maneuvering at low altitude (scud running in the mountains, impacting a river while showing off the A/C's capabilities and hitting a tower's guy wire). None of the RV accidents involved maneuvering at low altitude. Either we are learning not

to maneuver at low altitude or (more likely) we simply were lucky last year. Another interesting fact is that none of the Cessna fatal accidents were attributed to fuel exhaustion or mis-management while half the RV fatal accidents were.



November Meeting at Twin Oaks Airpark

Mike Robertson on Light Sport Aircraft & Light Sport Pilot Rules and our Annual Pie Auction

Mike Robertson on LSA and LSP

I won't even try to summarize Mike's presentation on LSA / LSP, except to say that he covered



a lot of detail and subtlety in the time he spoke, and only skimmed the surface. If you think the new

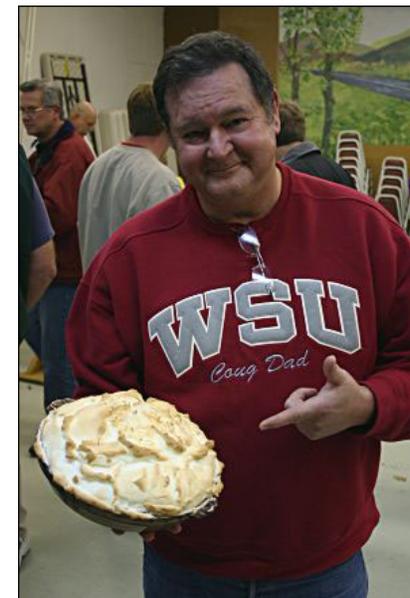
regulations might apply to you or your aircraft and you're interested in taking advantage, the best advice would be to talk to Mike before you do anything official and irreversible with the FAA.

The Pie Auction

As usual, the turn out, both in folks providing the deserts as well as those ready to adopt them, was first rate.

This annual event seems to grow every year. In a lively round of bidding, 20 or so pies found new homes, and \$319 found its way into the club coffers.

Though Mike put up a valiant fight for it, I can now personally attest to a fact I've long suspected — Judy Van-Grunsven's Pineapple Upside cake is wonderful.



Meeting Coordinator:

Randall Henderson

503-297-5045
rv6n6r@comcast.net



November 2004 Meeting

Program: Annual EAA Chapter 105 Holiday Party

Address: The Hickman's House on Dietz Airpark
24172 S Skylane Dr., Canby, OR

Date: Friday, Dec 10 << **NOTE DATE CHANGE**

Time: 7:00 pm

Phone: 503-651-2230

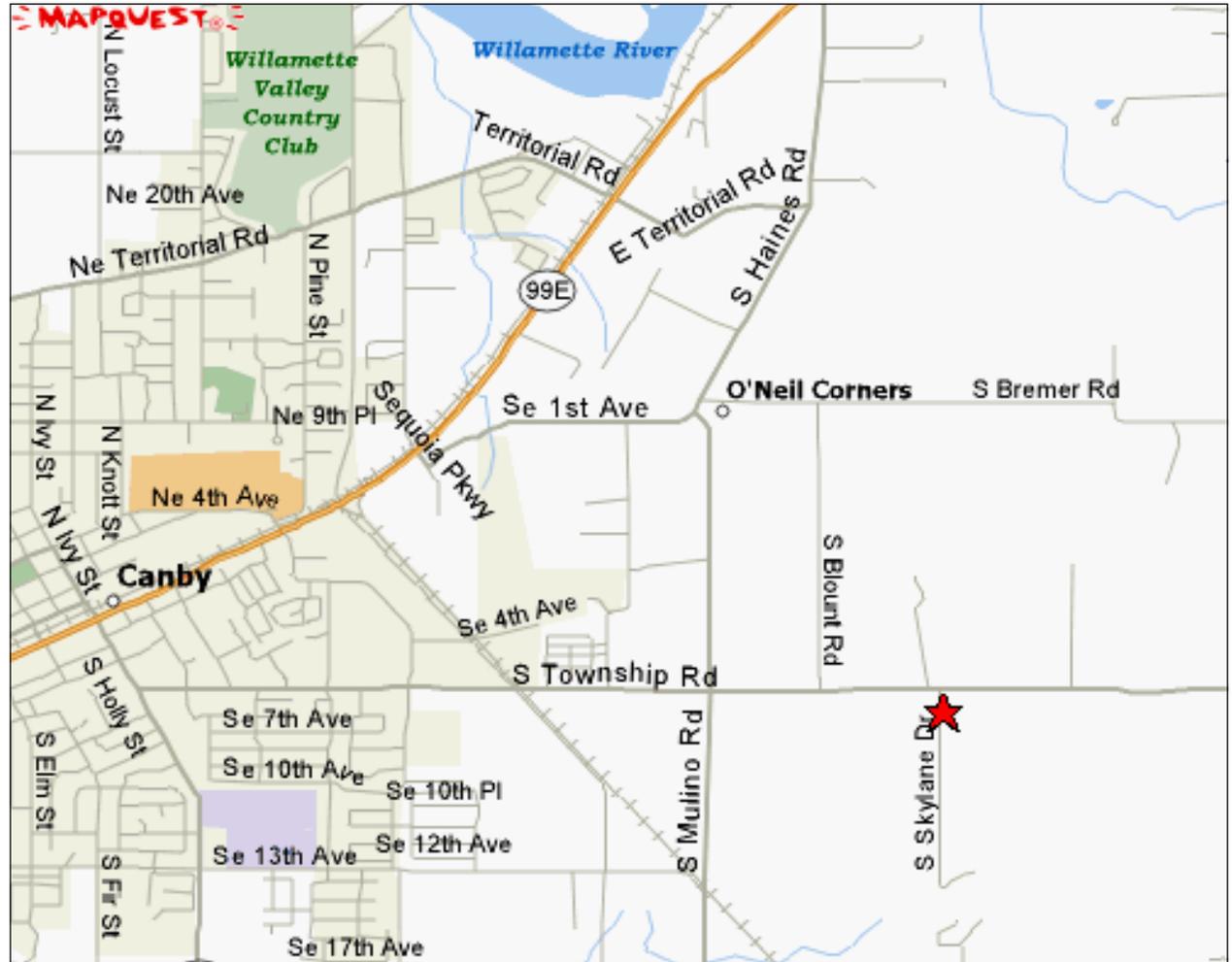
Holiday Party!

December is our annual Holiday party, and Rob and Jenny Hickman have graciously offered to host it again, this year in their newly remodeled house on Dietz Airpark in Canby.

The 105 Christmas meeting is typically more of a social event than most of our meetings, but the aviation part will never be far away, given the fact that Rob's hangar, which houses both his RV-4 and their Advanced Flight Systems avionics business, is attached to the house! So I think we can look forward a good mixture of aviation social and airplane/avionics show-and-tell.

Driving

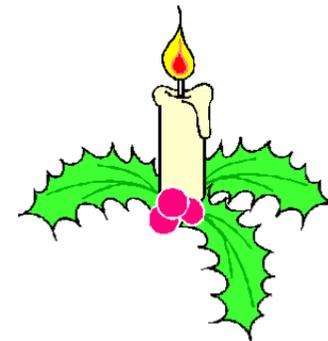
Take I-5 to Aurora exit to 99E to Canby. When you get to Canby turn right on Ivy. Go three blocks to the first left turn which is Township. Go east on township, out of town past the graveyard to a 4 way stop. Go straight



through the 4 way stop, and 1.2 miles further on you'll see a low brick wall with mailboxes and the name Dietz Airpark. Turn right onto the road/taxiway which is Skylane drive. The address is 24172 S. Skylane Drive.

Flying

Not recommended for this gig. It'll be well after dark by the time we start and Dietz has reflectors but no lighting. There are trees at the south end and if you're not familiar with where they are... well, 'nuff said, eh?



Future Meetings

Jan – Dan Benua's RV-10,
West Skyline, Portland

Feb – Jerry Dunlap, Tube-and-fabric Resto-
ration (Tentative), Scappoose

Mar – Van's Aircraft Factory, Aurora

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:

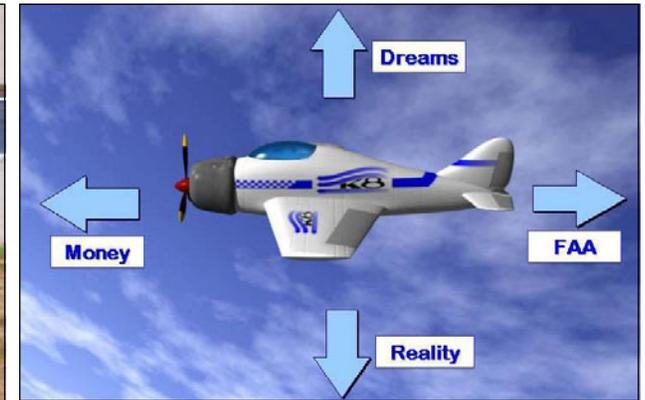
- A location that will hold 30-50 people. In the summertime this can usually include just about any size shop as long as we can overflow outside.
- Refreshments. You can get away with a couple of bags of chips and a few six packs of soda, or go all out and provide a full buffet bar with microbrew beer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



Above: The four forces acting on an aircraft in flight.

Left: Pilot Alexander Krotov survived this accident during a pre-contest flight in Japan; he's now recovering in Russia.

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The Time of Year

Twas the night before Christmas, and out on the ramp,
not an airplane was stirring, not even a Champ.
The aircraft were fastened to tiedowns with care
in hopes that come morning, they'd all still be there.

The fuel trucks were nestled, all snug in their spots,
while peak gusts from three two zero reached 39 knots.
I sank behind the fuel desk, now finally caught up,
and settled down comfortably upon my butt.

When over the radio, there arose such a clatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over the static and snow,
asked for clearance to land at the airport below.

He barked out his transmission so lively and quick,
I could have sworn that the call sign he used
was "St. Nick".
Away to the window I flew like a flash,
sure that it was only Horizon's late Dash.

Then he called his position, and there could be
no denial,
"This is St. Nicholas One and I'm turning on
final."
When what to my wondering eyes should appear,
A Rutan sleigh and eight Rotax Reindeer.

Cleared for the ILS down the glideslope he
came,
As he passed all fixes, he called them by name:
"Now Ringo! Now Tolga! Now Trini and Bacun!"
On Comet! On Cupid! "What pills was he takin'?"

Those last couple of fixes left the controllers confused,
they called down to the office to give me the news.
The message they left was both urgent and dour:
"When Santa lands, could he please call the tower?"

He landed like silk, with the sled runners sparking,
then I heard "Exit at Charlie," and "Taxi to parking."
He slowed to a taxi and exited Three-Two,
as he came down the taxiway the sleigh bells' jingle grew.

He stepped out of the sleigh, but before he could talk,
I had run out to him with my best set of chocks.
He was dressed all in fur, which was covered in frost
and his beard was all blackened from Rotax Reindeer
exhaust.
His breath smelled like peppermint, gone slightly stale
and he puffed on a pipe, but he didn't inhale.

His cheeks were rosy and jiggled like jelly,
his boots were as black as a cropdusters belly.
He was chubby and plump, a right jolly old fool,
and he kindly informed me that he needed some fuel.

A wink of his eye and twist of his toes,
led me to know he was desperate to powder his nose.
I spoke not a word, but went straight to my work,
and I filled up the sleigh, but I spilled like a jerk.

He came out of the restroom with a sigh of relief,
and then picked up a phone for a flight service brief.
And I thought as he silently scribed in his log,
that with Rudolph, he could land in eighth-mile fog.

Next, he completed his preflight, from front to rear,
then he put on his headset, and I heard him yell "Clear!"
And laying a finger on his push-to-talk,
he called up the tower for his clearance and squawk.

"After departure fly heading three two zero,"
the tower called forth,
"and watch for a Jetlink inbound from the
North."
Then I heard him exclaim, as he climbed in the
night,
Merry Christmas to all, I have traffic in sight."



Board Meeting Highlights

Your Chapter 105 Board

The chapter board meeting for November was held at Rion Bourgeois' offices at 7:00 PM, November 18, 2004. The planned meeting place, Baja Fresh's meeting room, was unavailable. Apologies to anyone who tried to find the meeting there. Rion Bourgeois, Mike McGee, Randall Henderson, Randy Lervold, Jen Hickman and Benton Holzwarth attended.

- The October meeting meeting minutes were accepted with the addition of Ralph Schildknecht to the attendance list.
- Green Lathe: Benton was given a lead to Turk Manufacturing, who has a display of restored machine tools in their offices. He (I) will contact them about any interest they might have in the Bogardus lathe.
- Prop Balancer Status: The on-site training is completed. Rob Hickman currently has possession of the machine. A few props have already been worked over, and the suggestion was to organize further re-work sessions at Rob's place on Dietz Airpark.
- Chapter RV-6 Wing/Tail kits: There was a nibble from the Evergreen Air Museum folks, but no recent news. Still pursuing that opportunity.
- New chapter hangar: Rion reported on some progress in negotiations for a new hangar at Twin Oaks. The board authorized Rion to put down a rent deposit, either for an end hangar in the row of new T-hangars currently under construction, or for a larger one if it can be erected elsewhere on the field in a decent timeframe.
- Upcoming meetings: Friday, Dec 10: Holiday Banquet at the Hickman's on Dietz Airpark, Canby; Jan 13, Dan Benua's RV-10 project, Skyline W of Cornelius Pass; Mar or Apr we'll make our annual visit to Van's Aircraft.
- Young Eagles: No news, Harvey didn't attend.

- Chapter Hangar Sign: No news, Woody Hall didn't attend.
- Sound System: No news, even though Benton *did* attend.
- Chapter Breakfast: Len Kauffman has stepped up to assist with making the reminder phone calls. Jim Pace suggested we add a blender to the equipment. With the addition of another cooking skillet, mixing eggs now seems to be the bottleneck in the process. Jim was authorized to spend up to \$100 for a mixer with the suggestion that he look for an 'industrial grade' one that would hold up.

Open Floor:

- The topic of a chapter fly-out or fly-outs came up again. (Burning Man was suggested.) There was also a suggestion to find a 'fly-out' manager to organize the activity and join the board in that capacity.
- Along with the previous note, the names of several members were suggested for various positions and functions on the chapter board. Several folks are reducing their activity and there is always a need for new ideas and guidance for the chapter.
- The next board meeting will be at Bridgeport Pub, 1313 NW Marshall, in Portland. As usual it will be held on the month's third Thursday, Dec 16. A quick map is now ready at: <http://tinyurl.com/4dbj7>

Chapter Calendar

Dec 4	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Dec 10 (FRIDAY!)	EAA 105 Chapter Meeting & Holiday Banquet 503-651-2230
Dec 16	EAA 105 Board Meeting — Bridgeport Pub; 1313 NW Marshall, Portland; 503-646-8763
Jan 1	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Jan 13	EAA 105 Chapter Meeting Dan Benua's RV-10; W Skyline, Portland
Jan 20	EAA 105 Board Meeting Location TBA

2004 Aviation Calendar

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 2005	Paris, France- Paris Airshow 2005

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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)

RV-3 for Sale -- 0-290 power, about 900 hours engine and airframe, free of electrical system, lights, and avionics, finished about 1982, flew through summer of 2002. \$13,000. call Irv Kurz, 503-621-9649 [03/05]

3HP Air Compressor for Sale — 20 Gallon tank with wheels. Oil lubricated, belt drive. 15A @ 115V. RV construction veteran. \$125. Call Dan Benua 503-702-5387 [03/05]

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]

Pacesetter Propeller Works, LTD for Sale — 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]

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

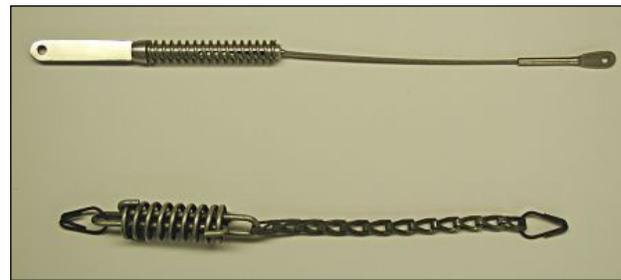
Duckworks Landing Lights — Standard kits start at \$75. Round Halogen and Xenon HID lights are available for new installations and upgrades of our kits and others. For details/pricing see www.duckworksaviation.com or call 503-543-2298

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

With this issue, we close out another year of the chapter newsletter, another year of interesting and educational group meetings. I'd like to voice my appreciation to the folks in the group who've hosted our meetings, opening their homes and hangars for us to come visit. Likewise, the team of folks that



keep it organized and planned out are due a great thank-you. Finally, and most especially significant to my little corner of the puzzle, I'd like to thank the folks who've contributed articles to the newsletter — you've made my task fun and...easier. Thank-you one and all.

Have you thought about becoming more active in the chapter? There are many ways to join in, at all levels of time involvement. Please consider what you would enjoy doing to help out — any group can use new ideas — ours is no different in that respect. Join 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	503-579-2981
Treasurer	Jennifer Hickman	503-524-3190
Sgt-at-Arms & Hangar Mgr	Phil Spingola	503-603-0195
NL Editor	Benton Holzwarth	503-684-2008
Meeting Coordinator	Randall Henderson	503-297-5045
Activities Coordinator	Brent Anderson	503-523-2012 day
Breakfast Crew Chief	Joe Miller	503-647-2059
Breakfast Crew Chief	Jim Pace	
Hangar Mgr	Ralph Schildknecht	
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 Liaison	Dick VanGrunsven	



EAA Flight Advisors

Dave Lewis, Sr. 503-690-8237 EAA Ch. 105, multiple RV builder, Hillsboro-Ptld
Mike Seager 503-429-5103 (hm) 503-429-1562 (hangar) rv6cfi@hotmail.com

EAA Tech Counselors

Dan Benua 503-621-3323, danb@synopsys.com, Ch. 105, RV-6A & RV-10 builder, HIO-Ptld
Jerry Darrah 503-254-9992, Ch. 902, A&P, Glastar builder, Ptld-Troutdale
Randall Henderson 503-297-5045, rv6n6r@comcast.net, EAA Ch. 105, RV-6 builder, Hillsboro-Ptld
Ralph Hudson 503-292-3913, rah@meic.com, Ch. 105, Glasair + Strojnik builder, composite exp, west-Ptld
Randy Lervold 360-817-9091, randy@romeolima.com, Ch. 105, RV-8 & RV-3B builder, Vancouver-Ptld
Dave Lewis, Sr. 503-888-0989, Ch. 105, multiple RV builder, HIO-Ptld
Brian Moentenich 503-666-7518, Brian.L.Moentenich@usace.army.mil, Ch. 902, RV-6A builder, Ptld-TTD
Mike Robertson 503-681-5537, Mrobert569@hotmail.com, FAA AI, RV-8A builder, Hillsboro-Ptld
Don Wentz 503-543-3653, jwentz@centurytel.net, 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
 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?): _____



Next Meeting VAF-Home Wing / Chapter 105

- Annual Holiday Banquet, this year at
the Hickman's new home on Dietz Airpark, Canby
- Map and Directions on Pg. 8
- **FRIDAY** — December 10 at 7:00 PM

Chapter 105 Board of Directors Meeting

The next Board of Directors meeting will be held at the Bridgeport Pub on December 16 at 1313 NW Marshall, Portland. Anyone wishing to help with the planning is welcome to join us. As usual, the meeting will get started at 7:00 PM. Arrive a few minutes early if you'd like a bite to eat... See the map at <http://tinyurl.com/4dbj7>

<insert graphic —
MakingSausage.jpg>

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

The Leader In Recreational Aviation
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TM



To:

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