



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, el presidente

Merger with VAF Home Wing Possible



I have been trying to find more projects as subjects or hosts for chapter meetings to move the chapter in an aircraft project oriented direction, but this can be difficult because most projects in this area are the ubiquitous RV type, and the Home Wing meets each month at an RV project where those in need get their RV "fix" and builders' support, a traditional EAA chapter role. The idea of a merger was floated a few years ago, but nothing developed. The senior members of the Home Wing's management committee are now stepping down and moving on to other projects or interests, leaving a management void at the Home Wing. The vast majority of the chapter's board of directors are RV builders, including our new V.P. Randy Lervold, a former member of the Home Wing management committee. The chapter has the administrative capability in place to provide the management the Home Wing needs, and the Home Wing has the ready source of projects to host chapter meetings and provide chapter programs. At the October chapter board meeting, it was decided to invite the Home Wing to merge. The Home Wing's management committee could not reach consensus, so they decided to put it to a vote of their membership. The December

newsletter of the Home Wing is out, and it is a voter's pamphlet and ballot. Each member of the management committee spoke his mind, and the majority are for the merger. Hopefully, their membership will be of a like mind, and the combination of the two clubs will form a stronger, more vibrant, whole, and the chapter will regain its traditional role of builder support. Exciting times to come!

Pie Auction

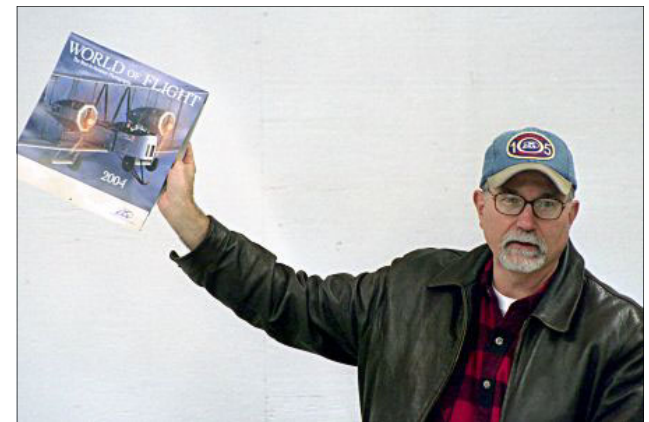
Hank Bullock was unavailable due to a bad cold, but even with a back-up auctioneer, yours truly, we managed to bring in \$285 for the chapter hangar fund.

Christmas Banquet

The December meeting is the annual holiday awards banquet. We are trying something a little different this year. Instead of a sit down meal at a restaurant, the chapter will be providing "grazing food" and soft drinks to members and their spouses, and Rob and Jenny Hickman have agreed to offer their home in West Beaverton as the site. The date is Saturday, December 13, 2003. This format was very successful a few years ago when Gary Hansen opened his home to the chapter, and Neil Arney provided hair nets to the breakfast regulars. I expect a good time will be had by all. Y'all come, ya hear.

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The 2004 EAA Calendars are \$10 – Get yours while they last.

December Chapter Meeting

A Cocktail Party Saturday,
 Dec 13, at the Hickman's –
 see info next page

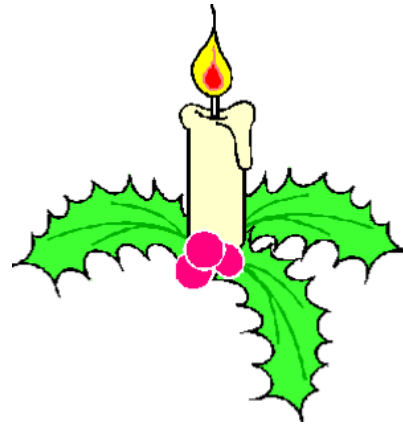
**Note: No 3rd Thursday
 meeting at the hangar!**



EAA Chapter 105 & VAF - HomeWing Joint Get-Together

A Holiday Cocktail Party
at the Hickman's House

15890 SW Talus Pl., Beaverton
7:00 PM -- Saturday Dec 13, 2003



From Murray Blvd, turn west on Weir and go
0.8 miles, then right on 158th Av

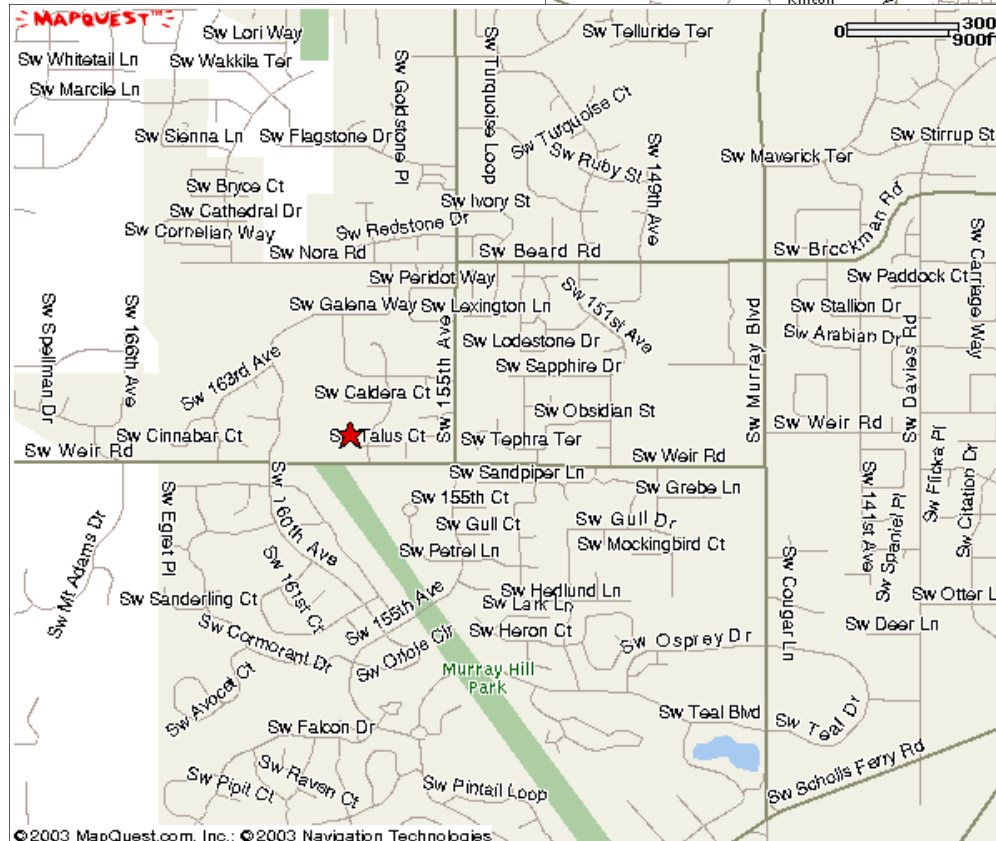
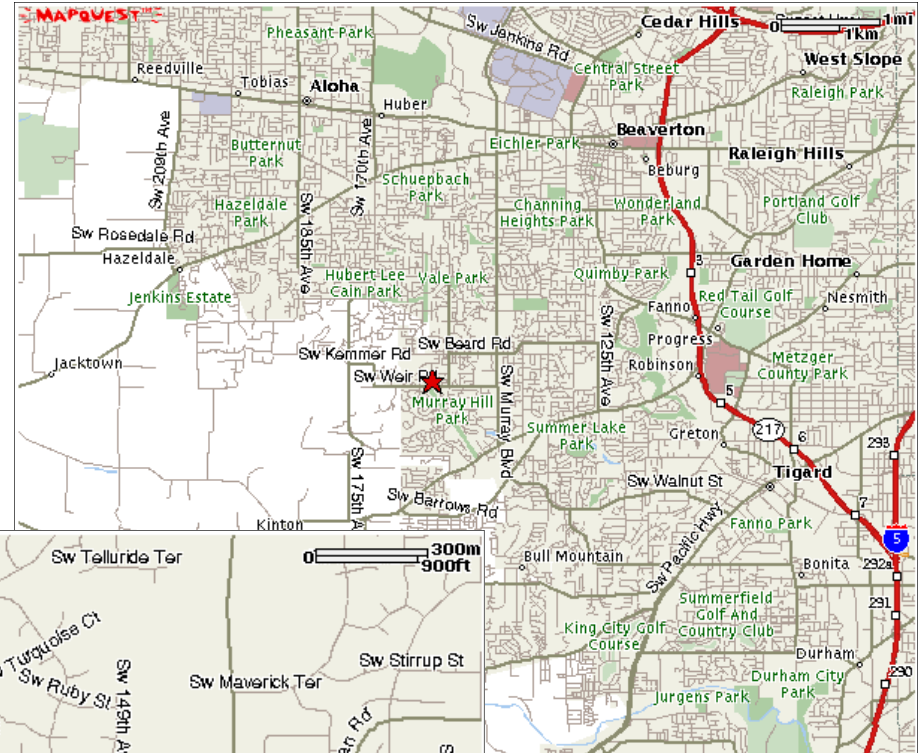
The chapter will provide finger
food and soda – Jenn Hickman and
Dru Bourgeois will perform the
culinary magic; Rob Hickman
has offered to tap a keg

Anything else you desire is BYO

Bring Stories, Photos, Videos,
and Plans for Next Season's
Flying Adventures!

Parking may be tight - consider
pooling with a friend

Come enjoy an evening of holiday
cheer



The Centennial of Flight

Dave Wiley, as presented at the Nov chapter meeting

Brothers and Sisters

We are once more gathered together in this temple of food and conversation. We're gathered here to remember and revere the Giants that have gone before us. The Giants that no longer glide over the earth with their golden wings. I'm speaking of those – Wright Brothers, Lindbergh, Corrigan, Amelia and many, many others.



Photo: Bob Duncan

Four score and 20 years ago, our visionary forefathers brought forth upon this continent a new mode of transportation. Conceived in Joy and Dedicated to the Proposition that all men and birds were created equal.

But today we are engaged in a great struggle, Brothers and Sisters, A great struggle to determine whether this recreation or any recreation so Constituted can long endure – For there are evil forces at work out there in the world, Brothers and Sisters – Evil Forces. You may not realize all this, sitting here as you do in this pristine atmosphere of food and friendship – You wouldn't realize, Ladies and Gentlemen, but Not far from here near Salem and Hillsboro and other airports, there are Dens of Iniquity – Dens of Iniquity where ill kempt creatures wielding electronic weapons attached by long black umbilical cords to great Mothers of monitors and keyboards. Designing Systems, threatening to create an entire generation of button pushers.

But I'd like to quote you the Gospel, according to Arthur Godfrey Chapter 13 Verse 4 where he says: "Flying is based on strictly pleasure – it should be beautiful and comfortable, with perfect harmony of knowledge and skills. There should be place for fear or complacency – and when you have confidence in yourself and others have confidence in you, then it becomes fun and satisfy-

ing, even more so than Sex because it costs less and lasts longer."

Let that be our WAR CRY as we go forth to Battle the Forces of Darkness, Leave us our recreational flying where we can use our knowledge and skills and have fun fine tuning them.

For I have a Dream – I have a Dream that One Day – all across this great land of ours, From Sea to Shining Sea – from the Mountains to the Prairies etc, etc, in every city – in every town – in every village – there'll be an airport – Brothers and Sisters – where the Righteous can com and listen to stories an polish airplanes in bad weather and on good days venture out for a hundred dollar hamburger.

But there is much to do. Verily, I say unto you, especially you Lady Pilots of child bearing age – I see one

right over there – Go forth and Multiply – so that this recreation Of the people– For the people and By the People shall Not perish from the Earth!

Dave from O'Regon
The Flying No Spin Zone

Speakers for Kids: Second Saturday Kids Series December 13th - AEROBATIC FLYING

Capt. Renny Price, airline and aerobatic pilot, performs at competitions and airshows flying a Sukhoi SU-29. He will talk about his experiences and show his aerobatic video.

Began in October and runs every second Saturday from 10 to 11am at AEROFRAME Gallery, located at the intersection of I-205 and 99E (McLoughlin Blvd.) in the Oregon City Shopping Center two doors north of Fisherman Marine Supply.

Young Eagle Aerie

Harvey Cheney



I am quite sure it is obvious to everyone that we have pretty well used up the year 2003. Fortunately, a great deal of fun was encountered along the way. Not the least of which was the fun you provided to the kids that were flown as Young Eagles. I received many comments from kids and parents alike that the experience was "awesome" and would be remembered by both. One young boy is now in the Portland CAP Sgdn. as a result of a YE flight. He was flown by David Mandrell in his Maule M-7 235B.

Altogether there were 80 kids flown by the Chapter that I am aware of. There are probably a few more whose paperwork did not come through me. Eighteen pilots took part in either scheduled rallies or were kind enough to squeeze in a flight at our monthly breakfast. Whether you flew one Young Eagle or several, your con-

tribution is gratefully acknowledged. Our two most enthusiastic YE pilots were David Mandrell and Jim Hoak at thirteen (13) each. Both pilots were also gracious enough to take almost as many parents up and it seemed that the parents were as excited as the kids. In short, a good time was had by all.

The One Millionth Young Eagle was a 15 year old boy from German Valley, IL. His name is Andrew Grant and the pilot's name is Rick Ellis. The flight was made Oct 25th at FEP airport in Freeport, IL. Both will be guests of the EAA at the celebration at Kitty Hawk and a couple other venues during the Century of Flight gala. The Young Eagle program will continue and if there are any changes in the future I will put them in the newsletter. Work is already under way for at least two groups to be flown in 2004 by Ch 105. One is a Girl Scout troop. That will be a chapter first!

Thanks again to all of you who have given of your time and talents to make a lot of kids aware of a possibility in their future besides just "hangin' out." Be blessed.

British Columbia Aviation Museum

Benton Holzwarth

Back about Labor Day, my family and I spent a long weekend in Victoria, on Vancouver Island, British Columbia. On the way up to see the Bchart Gardens, I



spotted a sign advertising the British Columbia Aviation Museum (www.bcam.net), and whined until the family consented to visit with me. It's located on the 'business' side of Victoria International Airport -- the east side, away from the passenger terminal.

They have quite a nice museum with a main display area filled with several original and replica aircraft, engines and displays; a side annex with more displays of WW-II uniforms, medals and memorabilia; and a restoration hangar that we were invited to walk through. A docent (Joyce) accompanied us as we viewed the displays, adding details and making the visit more interesting to my wife than it would have been, otherwise.



EAA Chapter 105

A few of the many aircraft on display I took pictures of were the replica Spitfire, an original Bristol Bolingbroke Mk. IV bomber, an RAF S.E. 5a, and this Fleet biplane.

The museum displays an exact replica of a unique and curious airplane -- the Gibson Twin Plane. It was designed and built in Victoria in 1910, and made a qualifying official flight (greater than the required 200 feet) on Sept 24 of that year. The designer built his own engine to power the craft -- an air-cooled, upright, straight-six, two-cycle design of 210 lbs and delivering 40 - 60 HP through a pair of geared counter-rotating props, one fitted to each end of the engine. It was the first aircraft engine built in Canada, and the first six-cylinder, air-cooled, two-cycle engine built in North America.

The main display area also houses a collection of aircraft engines. Shown here are a pair of their smaller engines: a LeBlond and Anzani; two of the larger pieces: a Merlin and a Wright Cyclone R-1820; and their 'wall of propellers'.

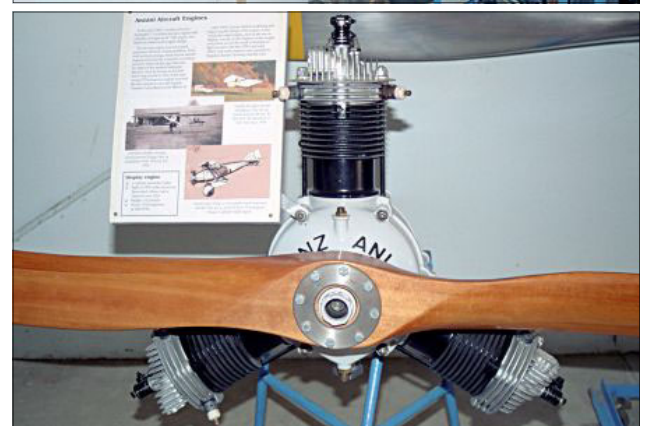
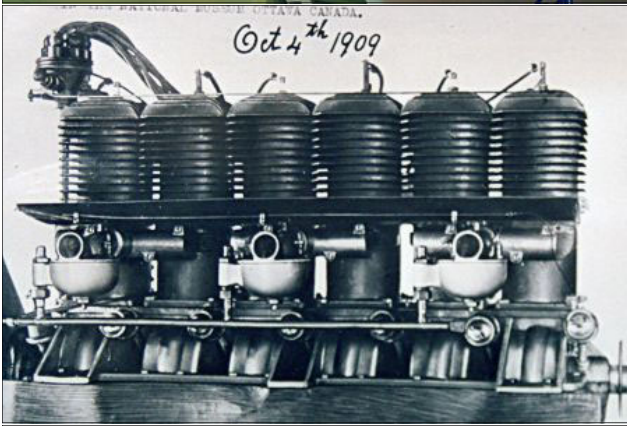
We were encouraged to have a look through the restoration shop, and talked briefly with the folks working on the planes. Their Noorduyt Norseman still receives detail work, but is otherwise ready to roll out for events and campaigns for the museum. Work is moving forward on their Avro Anson, with it, at least appearing to be more in the 'putting it back together' stage rather



than the 'still taking it apart' phase. And -- Hey Hank! -- they also have an Auster Mark VI project in process.

We spent most of two hours looking over the displays, and had I been alone and allowed to tarry at the most interesting bits, I could have easily spent much longer there. Admission was \$5 for adults, and if you suggest they keep the change, I know they'll find a good use for it. They have a really nice museum with many interesting planes kept on flying status. I didn't ask, but wouldn't be surprised if they wouldn't allow fly-ins to park on their ramp while viewing the collection -- call ahead and ask. I can also recommend a B & B -- 'the Red Door' (www.reddoorvictoria.com) as a wonderful base for a few days of exploring.





The unlikely looking Gibson Twin Plane & engine flew in 1910.



The restored Noorduyn Norseman was rolled out in August '03.

The Bristol Bolingbroke is restored and on display. The Avro Anson and Auster are in the restoration shop now.

Previous Meeting Notes

Benton Holzwarth, et al

20 Nov 03; Chapter hangar, Twin Oaks Airpark -- Rion called the meeting to order shortly after 7:00 PM. There were no guests this evening to introduce.

Project Status

Joe Miller offered a quick status report on his and Char's RV project. They're down to the paint stage. Joe was showing off some fancy artwork planned for his ship, harkening to his heritage.

Next Meeting: Cocktail Party, Saturday, Dec 13

Rion reminded us that the December meeting will be moved to the 13th, and will be held at the Hickman's house. Format is a 'casual cocktail party'. The chapter, through the efforts of Jenny and Dru will provide finger food and soda, and RobH has volunteered to tap a keg. Anyone desiring other fare can bring same.



Dave Wiley

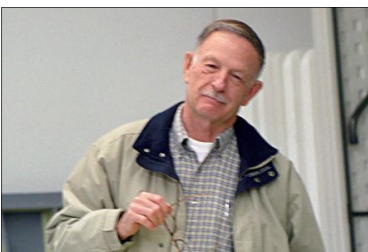
Dave Wiley stepped up to the podium to ask if anyone one was able and interested in helping out as a tow plane pilot with the Willamette Valley Soaring Club. (See www.wvsc.org for club information.) They have a few pilots, but not enough that that they don't his scheduling problems. Candidates with a commercial ticket can earn \$2.50 per tow (about minimum wage)-- PPL holders can log the time, but can't be paid. Their insurance company has some additional restrictions (e.g. tail-wheel time.) Pilots will receive training in gliders, and the Call-Air and Pawnee tow-planes. They can expect to build serious leg muscles, holding right pedal on high power climbs and left pedal on hard slips coming back down.

Dave mentioned that all of their tow-planes had been involved in mishaps at one time or another except the lone '182 that had been sold intact. Woody asked for details on that, which led to some interesting discussion...and food-for-thought for people laying out their own systems. The problem was having three planes with very different fuel systems. The Call-Air has a pressure carb, requiring a fuel return line. That return line runs to the left tank regardless of the tank drawn from, leading to interesting selection issues. The Pawnee has wing tanks feeding a header tank, which gravity-feeds the engine. With so much time spent in hard slips, fuel feed is uneven. To compound the problem, the fuel level senders in the wing tanks are wired to a single gauge that effectively 'averages' the load, so while the pilot knows the total fuel remaining, its distribution is not altogether certain.

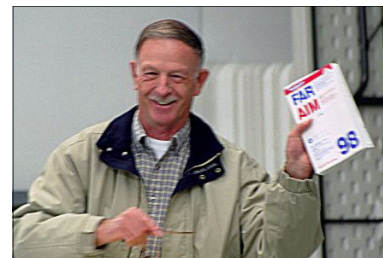
Dave also mentioned that he has an Cont. A-65/A-75 engine for sale, as he's upgrading his L-2 to a larger power plant. See his 'for sale' ad in the Classified section -- an interesting story in itself.

He also read through a speech he was preparing for presentation with the centennial-of-flight festivities. Modeled on a speech he'd heard before, those words are presented elsewhere in this issue. The words were warmly received by the assembled group.

Night Flying—Jerry VanGrunsven

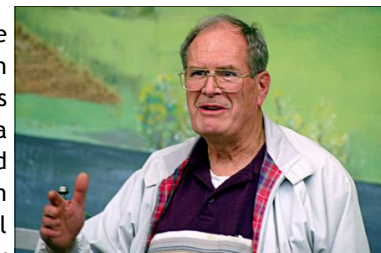


With Rion's introduction, Jerry took the podium to speak on the evening topic: Issues and Concerns of Night Flying. Jerry covered the regulations pertaining to night flight, and the different human physiology that comes into play, mixed with many examples from his years of flying and instruction experience.



I listened rather than focus on my note-taking, so don't have full details on the presentation, but remember it covered the applicable regs and VFR requirements, interior and exterior aircraft lights, PCL field lighting, examples of procedures used at some fields and a bit of etiquette -- all illustrated with stories.

Laird Smith and Dave Wiley joined in with their own examples and enlarged on a few points. Laird added a description of his typical dual night cross-country flight, which includes stops all around the valley.



The Pie Auction—Rion Bourgeois

Our usual auctioneer, Hank Bullock, was unable to attend the meeting -- under the weather with some bug or another, I understand, so Rion handled the duty this time around.

Many of the thirty or forty members attending this evening brought desserts to contribute towards the chapter; likewise, many exchanged their dollars to take those treats home. The Bourgeois and Hickman kids seemed to have come into some cash.

I think many of the guys had been admonished before the meeting not to bid, but interpreted that to mean "don't bring anything home" and with the night as cold as it was, were able to spirit the pies straight from hangar to car to work the next day with no intervening trip into their houses and refrigerators.

Rion kept the bidding moving forward in an orderly fashion, and by the time the last treat was claimed, the chapter had raised \$285. Congratulations and thanks to all those bringing pies and those taking them home. It was a lot of fun, and a great contribution to our chapter activities.



Mike McGee does his part in the bidding war

Woody Hall yields to temptation

Buy / Sell / Trade

All ads are free but 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 by contacting the editor. Last issue indicated by [mm/yy].

Classifieds

RV-8A Subkits for Sale by Chapter 105 – Empennage assembled; one wing assembled, one just started. Can be built as an RV-8A or RV-8 (tailwheel). Plans #81205. Located at Chap 105 hangar at Twin Oaks. Asking \$6500. Contact Rion for viewing -- 503-646-8763 (eve), 503-670-1144 (day), 503-720-9394 (cell)

Continental A-75 For Sale – Changing engines in my 1942 Taylorcraft L-2, N47625. Engine Sn 4331468, originally a Cont. A-65-8, earliest log 1955, ~1000 hrs. Overhauled and converted to A-75 06-06-88, at 2239 hrs. At 2338 hrs, disintegrating piston pin caps + bearings, rings, gaskets and seals replaced. Installed new Slick 4333 impulse mags, ignition harness and plugs, 07-17-01 at 2752 hrs. Annualled 02-12-03 at 2894 hrs, total time 2907 hrs as of 11-20-03. Dave Wiley at 503-636-4930 or email at wileyseaplanes@comcast.net [03/04]

Looking for KFM 107e engine – Ed Hawkins is looking for a KFM engine for a Moni motorglider. If you know of one, you could contact him at 503-257-1823 or hawkpdx@msn.com [02/04]

Thorp T-18 Looking For Partner or Sale – Bought a plane, lost my job. Can't afford to keep it alone, so it's for sale or for partner. 1971 THORP T-18, 1940TTSNEW, strong O-320-E2D, always hangared, KY-97A comm, Garmin GPS-89, Terra xpdr, \$22,000/offer for sale, half that for partner. Hangared HIO, photos available. Free CFI check-out. Contact Phil Mandel 503-887-0889 or pmandel@juno.com [01/04]

1985 BMW K100 Motorcycle – \$2750 see details <http://bdhudson.50megs.com/bikes/> contact Ralph Hudson at 503-292-3913 [01/04]

RV-4 Tools For Sale – 3X R-Gun + Valve + 12 sets - \$170; R-Squeeze + many sets - \$110; R-Cutter - \$8; 3 R-Gauges + 3 Hole Finders - \$15; Tube Flaring tool - \$48; - Tube Bender - \$24; Fluting tool - \$12; Edge Nibbler - \$12; Lap Joint tool - \$18; Deburring tool - \$8; H-F 1-ton shop (engine) hoist - \$100; Sporty's h-held Xcvr + holster + NiCad pack + charger & headset adapter - \$250; Grimes white strobe light (unused) - \$25; Folding aluminum chocks - \$10; Mil Std a/c wire (lengths approx.) - 14 ga. shielded x 20', 16 ga. x 75', 20 ga. x 25' - \$10; Shoebox full of misc. a/c hardware inc. rod ends, fuel primer valve, light bulbs, instrument screws and lots of different size rivets (in packages) - \$25. Call Mike Bender 503-313-9640 (Ptld) [12/03]

Open for Business

Top Flight Interiors – Fine Aircraft Upholstery, impeccable quality, custom interiors, leather specialist, imported textiles. Jesse Cary at Twin Oaks Airpark. 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

AEROFRAME Gallery - Aviation Merchandise and Custom Picture Framing - A Great Place to Christmas Shop! – 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 20 revolving towers holding custom frame selections. www.aeroframegallery.com 503-557-1333

Board Meeting Highlights

Your Chapter 105 Board

The previous board meeting was covered in the Nov newsletter and the Dec meeting will be held too late to get into this issue. Look for coverage in the next newsletter.

The January board meeting will be held on Wednesday, Jan 7, rather than meet on our customary first Thursday, which will be New Year's Day.

Editor's Notes

Benton Holzwarth (v2)

Developer of Aerobatic Shorthand Dies in Spain

Via AOPA ePilot - 28nov03



Jose Luis Aresti, developer of the famous Aresti System for diagramming aerobatic maneuvers on paper, has died in Spain. His method was the basis of international aerobatic competition for many years. He also served in leadership roles in international aerobatic organizations that supervised competitions.

EAA Member Appointed to Oregon Aviation Board

Via EAA e-HOT LINE - 26nov03

The Oregon state senate recently confirmed Stephen L. Beckham, EAA 531316, Aumsville, as the newest member of the State Aviation Board. Beckham, a pilot and homebuilder, is vice president of government affairs with Liberty Northwest Insurance Corp. "I am passionately committed to aviation," he said. "Aviation can play an increased role to improve economic development in communities throughout the state." Beckham has built an RV-4 and is currently building an RV-3. The aviation board provides policy guidance and oversight to the Oregon Department of Aviation.

2003-04 Aviation Calendar

Dec 5-6	Casa Grande, Az IAC Ch 69 Arizona State Aerobatic Championship 480-753-6950
Dec 12-17	Kittyhawk, NC First Flight Centennial Celebration 800-446-6262
Mar 11-13	Reno, Nv 15 th Annual Women In Aviation Conference Reno Hilton 386-226-7996
Mar 29- Apr 1	Las Vegas, Nv 47 th Annual Aircraft Electronics Assoc Trade Show 816-373-6565
Apr 13-19	Lakeland, FL EAA Sun & Fun Fly-in
May	New Braunfels, Tx EAA SW Regional Fly-in
May 18-20	Las Vegas, Nv Aviation Services & Suppl- ers Supershow 800-827-8009
Jun	Scappoose, OR (SPB) Van's Homewing Fly-in
Jun 18-20	Marysville, Ca EAA Golden West Regional Fly-in
Jul 7-11	Arlington, Wa (AWO) EAA NW Regional Fly-in
Jul 27- Aug 2	Oshkosh, Wi (OSH) EAA Airventure 2004
Sep 4-5	Aurora, Or (UAO) Van's Homecoming
Oct	Phoenix, Az EAA Copperstate Fly-in
Oct	Las Cruces, NM Land of Enchantment RV Fly-in



Frame Your
Family...Mirror...Children's Art...Pet
Memorabilia...Hobby Project...Needlework
as well as original, limited edition and poster art.
Make a clock with a photo or print.
What can you put in a
shadow box?

**10% Discount
on framing or product
with this card.**

Premier Framing Consulting
matches frame to art to decor and personal taste.
Looking for new art...we can help.

Christmas Framing Projects Need Planning

Visit the gallery or website
to view the extensive collection of aviation
merchandise from Franklin Mint, Chase Durer,
Military Art Gallery, William Phillips.....

AEROFRAME Gallery
Pilots choice for aviation art, gifts, collectibles and custom framing.

1900 McLoughlin Blvd, #72
Oregon City, OR 97045
503.557.1333
www.aeroframegallery.com

"Contact!" Chapter Officers and Staff

President	J Rion Bourgeois	503-646-8763
Vice President	Ed Mason	503-288-9275
Secretary	Jennifer Hickman	503-524-3190
RV Group Liaison	Randall Henderson	503-297-5045
Treasurer	Michael Psiropoulos	503-681-3088
NL Editor	Benton Holzwarth	503-684-2008
Quartermaster	Joe Miller	503-647-2059
Sargent-at- Arms	Brent Anderson	503-523-2012 (day)
Librarian	Jim Mitchell	503-644-5258
Web Master	Phil Spingola	503-603-0195
Director & YE Coord	Harvey Cheney	
Director	Dick VanGrunsven	
Director	Neil Arney	
Director	Randy Lervold	
Director	Ralph Schildknecht	

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



Renewal \$20 New Member \$25

Send to:
Michael Psiropoulos
810 NE Josephine St.
Hillsboro, OR 97124

For Renewals, indicate **changed** information only
Check: New _____ Renewal _____ Amount Paid \$ _____
Paperless newsletter (e-only) OK? _____

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?): _____

** Note: EAA Chapter 105 is a registered 501(c)(3) organization. Dues are fully tax deductible.

Breakfast Volunteers

Saturday, January 3rd, 2004

7AM

Dick Guanaro
 Bob Haan
 Sherwood Hall
 John Halle
 Greg Halverson
 Dan Harris
 Steve Harris
 Allen Hawkins

9AM

Carl Hay
 Randall Henderson
 Ian Henehan
 Rob Hickman
 Thomas Hinckley
 Jim Hoak
 Benton Holzwarth
 Ralph Hudson

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

Chapter Calendar

Dec 6	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Dec 13 Saturday	EAA 105 Chapter Christmas Party Special Date & Location Hickman Home 503-646-8763
Jan 3	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Jan 15	HIO Twin Oaks EAA 105 Chapter Meeting 503-646-8763
Feb 7	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Feb 19	HIO Twin Oaks EAA 105 Chapter Meeting 503-646-8763
Mar 6	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Mar 18	HIO Twin Oaks EAA 105 Chapter Meeting 503-646-8763

Next meeting: 7:00 PM -- Saturday Dec 13, 2003
EAA Chapter 105 & VAF - Home Wing
Joint Get-Together
A Holiday Cocktail Party at the Hickman's House
 15890 SW Talus Pl., Beaverton
 Maps and Info – page 2

The Leader In Recreational Aviation



To:

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

