



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



Welcome

As many of you know by now, the Home Wing of Van's Air Force has voted 66 to 4 to accept EAA Chapter 105's invitation to merge. As chapter president, I would like to welcome the members of both organizations to the new, stronger version of EAA Chapter 105. So welcome, y'all, to EAA Chapter 105, the Home of the Home Wing of Van's Air Force.

Outline of merger

The merger works as follows. The Home Wing of Van's Air Force is now a Special Interest Group of EAA Chapter 105 like the current Design Group SIG. All members of the Home Wing who are current on their dues are now members of EAA Chapter 105. When their Home Wing dues expire, they will need to pay \$20 if they wish to remain a member.

The merger and transition should be painless and transparent for Home Wing members. Several members of the Home Wing management committee are assuming similar roles with the chapter. Randy Lervold has been elected vice-president of EAA Chapter 105, and is the new chapter webmaster and database administrator. Amit Dagan has been offered the position of chapter Toolmeister. Mike McGee has accepted appointment as contributing editor of the chapter newsletter.

Randall Henderson has agreed to stay active for a while to help with the transition, and has accepted appointment as chapter Meeting Coordinator. He will continue to solicit projects to visit, and will emcee the meetings at RV projects to ensure the continuation of their vaunted ambiance. Chapter meetings will now be held on the second Thursday of the month, the traditional Home Wing meeting date, usually at an aircraft project. Because most projects in the area are RV projects, most of the meetings will be held at RV

projects, although not exclusively. If demand for project visits is sufficient, the chapter will hold more than one meeting a month. Meetings may be held on weekends during daylight hours if located on an airport. The Home Wing's annual visit to Van's Aircraft will now be a chapter meeting.

— Dues Reminder —

Many Chapter 105 memberships expire at the end of the year. Please renew promptly, and update contact and project information. A renewal form can be found on page 17.

The chapter board meetings will now be held at 7 pm on the third Thursday of the month, the old chapter meeting date. Anyone interested in becoming involved in the conduct of chapter administration is welcome to attend. The breakfasts will continue to be held on the first Saturday of every month. We plan to continue to

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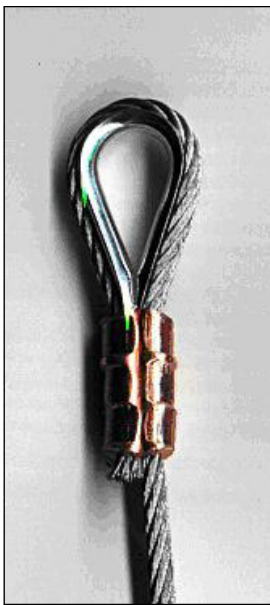
hold a Poker Run fly-out and Home Wing RV fly-in. All of the fly-ins are now chapter fly-ins, covered by the chapter's liability insurance coverage.

The websites and the newsletters have been combined. Benton Holzwarth remains chapter newsletter editor, and Mike McGee is a contributing editor. Randy Ler-vold is webmaster and database administrator.

The Home Wing's tool crib has become the property of the chapter, and any chapter member in good standing may borrow the tools. Home Wing members of other EAA chapters are welcome to remain members of Chap-ter 105 with access to its tool crib, newsletter, etc. The Home Wing treasury has or will be distributed pro rata among the local EAA Chapters based upon the number of their members that were also members of the Home Wing.

Vision for the future

My involvement with both EAA Chapter 105 and the Home Wing has been due to and began with my purchase of an RV-4 tail kit in the fall of 1990. It is ironic that this merger is occurring as my RV-4 is nearing completion. I am looking forward to 2004 with equal anticipation to the first flight of my RV-4 and the first year of the merger of this new, more robust, and stronger chapter.



One lesson I have learned dur- ing the merger discussions is that not everyone seeks the same thing from a chapter, and

it is important to keep all chapter functions available if a chapter is to prosper and grow. Some perceive the most important role of a chapter as builders' support. Builders' support (education of chapter members) is an important function of an EAA chapter and should be carefully nurtured. Homebuilders banding together to share building techniques is how the EAA got started, and is the es- sence of any EAA chapter. Experimental aircraft build- ers have a great deal of enthusiasm for their project which helps fuel EAA chapters. A chapter which ig- nores its builders' support role loses this source of en- ergy. My vision of the future for EAA Chapter 105 there- fore includes an emphasis on project visits for chapter meetings to provide needed builders' support.

The fact of the matter is that the most popular type of project in this area is the RV. That is why most of the chapter's directors and presidents have been RV build- ers, and not due to any desire to exclude builders of other types, or BOOTS. (See footnote 1 below.) If the chapter is going to be project oriented and provide build- ers' support, then the projects most frequently visited will necessarily be RV projects.

HOWEVER, let me make it perfectly clear that it is my hope and intention that the active chapter members will not be exclusively RV builders. We will visit other types of projects, as we have in the past. We have a Bearhawk builder and a KR-2 builder on the board. Ken Scott has already offered to host a meeting at his and Ken Krueger's Pipsqueak project at Dietz Airpark. I invite any and all builders, regardless of type, to host a chapter meeting at your project. The chapter will be inclusive of all enthusiasts, RV builders or not. It is your chapter, and it is up to you as members to make it as inclusive as you would. If you wish to host a chapter meeting at your project, RV or otherwise, just contact Randall Hen- derson.

Builders' support (education of chapter members in building techniques) is not the only purpose of a chapter. In fact, many chapter members are not currently building

a project, and therefore don't need builders' support. Membership in a chapter provides an opportunity for those members who are so inclined to support the other goals of the EAA (promotion of sport aviation, home- building and aviation education, and protection of the experimental type certificate) and to support other chap- ter projects for the good of their community by donating their time to chapter projects such as the pancake and grits breakfasts, Young Eagles flights, Old Buzzard flights, sending kids to Oshkosh, sponsoring Wild Blue Wonders teams in local middle schools, restoring aircraft for museum display, chapter administration, and hangar construction. My vision of the future of EAA Chapter 105 therefore includes a continuation of these activities and the opportunity they provide to chapter members to donate their time and efforts to these good causes, and to get together in a friendly atmosphere to share their love of aviation and to have fun.

Another longstand- ing vision I have for the chapter is the construction of a chapter hangar of our own where chap- ter members can work on chapter projects, where chap- ter members can construct or maintain their own aircraft, and an educational resource for local kids in the Airways Science Centers and an Aviation Explorer chapter. There

RV-8A Subkits for Sale by Chapter 105

Price Reduced to \$5500 !

See our ad in the Classified section.



are many chapter members who already donate their time on other member's projects when given the opportunity. I envision giving them the opportunity to work on chapter projects and as mentors at a chapter project hangar. I have a vision of a hangar that is a beehive of chapter project activity and a meeting place and fly-out destination for chapter members every weekend, not just the first Saturday of every month.

My vision for the future, focused by Benton Holzwarth and Randy Lervold, also includes members sharing their knowledge more expeditiously via electronic newsletter and website. See more on this elsewhere herein.

Finally, my vision for the chapter includes more flying activities, like the Poker Run and chapter fly-outs to Arlington and Oshkosh and the Reno air races. Arlington includes the second Thursday of the month this July, so how about a chapter meeting at the Arlington fly-in this year? (We already have informal gatherings at the Millers' and Wilsons' tents every year.) My vision also includes more flying opportunities for members who don't currently own flying aircraft, a la the Home Wing's Builders' Appreciation Day, and Old Buzzards Flights on a more organized basis, including to chapter meetings at airports.

Am I being overly grandiose? Maybe. Are these goals doable? Why not? We have a large infusion of fresh new members with lots of enthusiasm. Let's dream big and have fun in 2004. If you have any other ideas for chapter activities, let me know and we will include them on the next board meeting agenda.

Holiday Awards Banquet

The awards banquet, nka Jenny and Bud Hibbard and Brutis (N698S).



Dru's Annual Finger Food Fest, went off without a hitch, thanks to Rob and Jenny Hickman and Dru Bourgeois. The food was delicious, and the setting was wonderful. I didn't keep an official count, but the estimates at attendance ranged from 75 to over 100. This format is definitely more popular and fun than a sit down meal in a restaurant. In addition to the traditional certificates and pins provided by the EAA for chapter officers, tech counselors and flight advisors, Jim Mitchell was awarded a book in recognition of his work as chapter librarian, Jim Pace got a monogrammed apron in recognition of obtaining his food handler's license and becoming a breakfast regular, I got a magnetic car sign advertising my status as chapter president, gritsmeister, and hangar construction foreman, and Char Miller got a huge rolling pin with her name, Head Crew Chief, and number of kills emblazoned on the handles in recognition of her continued efforts to keep the breakfasts rolling along like a well oiled machine. But thanks are owed to all the chapter volunteers who made 2003 a success.

Footnote 1: BOOTS: an acronym for "Builders Of Other Types" first used by J. Rion Bourgeois, an RV builder and president of Experimental Aircraft Association Chapter 105, in 2003 during a bloody internecine e-mail war waged over Byzantine issues arising out of the merger of that organization with the Home Wing of Van's Air

Force shortly before Bourgeois' recall and attempted assassination. The recall was led by the strange coalition of Carl "I-ain't-no-Homeboy" Battjes and Amit "Not Amit Dammit" Dagan, the former a long-time member and former president of EAA Chapter 105, and the latter a die-hard Home Wing member. It is unknown who sprinkled the rat poison on Bourgeois' plate of grits. At this distant date, it is hard to tell what the bickering was about, although virtually all of the e-mail messages are extant. It appears to have had something to do with the individual's right to choose the building material for his personally hand-made aircraft, although the most vociferous parties, including Bourgeois, all seem to have preferred aluminum. The deleterious affect on cognitive abilities of the ingestion of aluminum dust by inhalation and through the skin (now known as RVers syndrome) may have been a causative factor. In any event, the furor was rendered moot, of course, by the abolition of all general aviation just a few years later during the Donald Rumsfeld administration in the name of "homeland security." Samples of many types of experimental aircraft, aka "homebuilt aircraft", can now be seen in museums throughout the Coalition States of North America, and a few in museums in the western peninsula of the Eastern Empire. The aluminum RV is definitely the most common type to have survived, and in fact, all experimental aircraft are sometimes referred to colloquially as "RVs"



Brian Moentenich's RV6-A (N38155).

by museum docents, just as all certified light aircraft are colloquially called "Cubs". Aluminum RVs are called "true RVs" or "pure RVs", while RVs built of plastic, wood, or fabric are called "Booters" or "other RVs". The derivation of the names "RV" and "Cub" is unknown, having been coined prior to the Information Age and the invention of e-mail and before the Great Paper Fires. See also Quasi-Religious Mania.

The Home Wing Membership has Spoken

Randy Lervold



It's done

The membership has spoken — the Home Wing of Van's Air Force and EAA Chapter 105 have merged. For those that may have missed the announcement e-mail, Home Wing members voted 66 to 4 to merge with Chapter 105. A few stats: there are 204 regular HW members, 70 members voted or 34% of the membership. Of the vote, 94% voted YES on the merger.

As one of the proponents of the merger idea I'd like to thank the membership for its support of this initiative, an idea who's time I believe has come. Most of you seem to agree, here's what a few of you had to say...

Randy,

Even though I am only a recent reinstatement, I would like to place an emphatic YES vote regarding the merger with Chapter 105. I really appreciated your comments regarding the EAA in your commentary. Not having been involved actively in building or in aviation in general for the last couple of years while building my business, I have let my EAA membership lapse. But you're 100% right that we essentially enjoy our freedoms (as experimental aviators/builders) within a "loophole" within the federal government's strict aviation policies. Without support and money, we could either lose our freedoms altogether or find ourselves with big-brother looking over our shoulder every step of the way. Not good...

I really respect all the work you, Randall and Don have done over the years. I have to say that in my opinion

you three guys with the addition of a few others (definitely including Randy Griffin) have an incredible amount of talent, both technically and administratively. I really look up to all you guys and will support your proposal to merge, and will certainly follow.

Regards,
Jon Elford

Randy,

I would like to vote via email. My name is Dan Miller and I am a relatively new member of the Home Wing and have never joined any of the local EAA chapters, but have been a national EAA member since about 1971. Frankly, I found most of the EAA chapter meetings to be a bunch of old guys talking about airplanes rather than either building or flying, and I decided not to waste my time. However, I think that merging the two entities as you and others have suggested makes the most sense and am confident that the new organization can be better in the long run. I hope that the new organization will focus on action rather than talk. I look forward to participating in the newly organized Chapter 105 if the merger takes place.

I vote YES on the merger.

Cheers,
Dan

Hi Randy,

My name is Neil Sliva, I live in Camarillo (CMA), CA. After reading all the views on the merger, i strongly vote to merge the two organizations. The views from you and all the other members were written very well and to the point. Even though i am 1000 miles from

the Portland area, i will be moving to the Hillsboro area over the next couple of years, along with soon starting to build a 7A. I have been to Van's factory twice and have flown a couple of demo flights. I always really look forward to reading the newsletter, it is always so well written. We have had very similar issues between groups down here over the years. Somehow they seem to work out which ever way they go, because most people also make decisions based on what is in the best interest of general aviation. We need to support GA....it needs all of our input and help. Thanks and look forward to reading your articles in the future, and hopefully soon I will be a "physical" member of EAA 105.

Neil Silva

I think Rion's comments in his column on the purpose of the chapter and his vision for our future are right on the mark and well said. As the new Vice President of the Chapter I'm personally committed to helping realize the vision he articulated so well. So, let's get to work!

Community

In addition to my V.P. duties, I have volunteered as webmaster and database administrator. Why? Simple. In any organization such as this chapter, a sense of community is essential, and communication is what creates this sense of community. In an ideal world we'd all gather at the chapter hangar on weekends and talk about our common interests. The problem is that our increasingly busy lives seem to get in the way of that. That's where newsletters and web sites, if done well, come in: they can form a central virtual gathering place for the exchange of the information we're all interested in. Benton has taken over the newsletter and made it into a much more interesting and useful communication tool. I believe we need to make our web site into something that works in con-

cert with the newsletter to provide timely and interesting content that helps foster our little community.

Over the next several months I'll be creating a new site for the chapter that merges the Home Wing site into a fresh look for 105 with timely and interesting content that will make you want to check www.eaa105.org periodically. I have a list of things I will be working to include, but encourage you to submit any ideas you might have on content you think would be appropriate. The target date for the new web site is March 1st and next month I'll review more detail about what will initially be included.

Communication Tools

Another way to improve our community is through improved communication. By more tightly managing our membership database we can accomplish many things. As the new administrator of our database I'll be moving all the data into a MS Access database. The reason for this is that it allows the information to be extracted in

Speakers for Kids — January 10th Second Saturday Kids Series You Can Be a Pilot - The RC Way

Robert Walker, retired University Professor and modeler since second grade, will lead us through the hobby and sport of remote control airplanes from building to flying and will show, through video, aerobatic flying.

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



many useful ways. I have bulk e-mail software that will let me do chapter-wide e-mails easily as well. We can use this for newsletter distribution and time-sensitive announcements. You'll see the benefit of these tools as we begin to use them.

Newsletter Distribution

Let's get back to our most important communication tool, our newsletter. Home Wing members know that over the last several years we've gone to electronic distribution of the newsletter almost exclusively. This means that the newsletter is produced in full color, including lots of pictures, and is distributed in Adobe Acrobat format. Also known as ".pdf files", Adobe has established Acrobat as a universal format for distributing graphic material. You only need a computer and their free reader software to take advantage of the system.

I recently learned that even though Chapter 105 has offered e-distribution, most members still opt to receive the newsletter in b/w via mail. This not only costs the chapter more money for copying and postage, but you receive an inferior newsletter. Believe me, there is no substitute for the color photos. You'll also receive your newsletter 5-7 days earlier, and you can easily save it on your own computer or print it out on your own printer, in color if you have such a printer.

For Chapter 105 I will be using the same method of newsletter distribution we did for the Home Wing: each month I send out an e-mail to all current members, including a reminder of their renewal date, and a link to the special download page. Clicking on the link takes you to a page with complete instructions for downloading the newsletter. I change the address for this page periodically to keep the non-members out, so you need the e-mail each month for this page link. If you don't have a computer you don't have a choice, but if you do

have a computer I encourage you to at least give it a try. You can try it right now by going to the page I still have up for the Home Wing. Just go to www.rv-8.com/HomeWing558.htm and follow the instructions. Your record in the database has a field for "electronic" or "mail", just send me an e-mail or give me a call to have it changed. If you don't like it I'll change you back at your request.

Your role

We need your help to make these systems work. You can help by taking the following steps...

- Please make sure I have your current e-mail address, send any changes or updates to randy@rv-8.com.
- If you use anti-spam software, please put my e-mail address (randy@rv-8.com) in your "approved" list so chapter e-mail gets through.
- Please make sure you have Adobe Acrobat Reader installed on your computer. It is available free of charge by installing it directly from their web site. Simply go to www.adobe.com and click on the "Get Acrobat Reader" icon. Follow the instructions and you're ready.
- PLEASE, give the electronic newsletter version a try.

I look forward to helping make the new "reinvented" Chapter 105 something we all find value in and are proud to be members of.

...Randy



Changes and new opportunities...

...welcome to the new era

Welcome aboard EAA Chapter 105. So who is welcoming who? Well that could depend on who you ask. If you have not yet heard the news, the Vans Air Force Home Wing is now merged with the EAA Chapter 105. (Okay, so you probably noticed the 10 page cover on your Home Wing Newsletter this month.)

Changes being made for sure, most of them quite transparent to the regular builder. There are a few changes that many welcome, some that many believe they could have done without, but all in all the combination is expected to be beneficial to both-organizations-now-one.

Synergy it's called, and it should prove to be beneficial to

all. With other airplane projects now in the mix you might be amazed at the ideas you can find in other airplanes .. not RVs. Just think of the fiberglass tricks you can learn.

Plans are already being drawn for the annual Home Wing Flyin in June. The support of Chapter 105 infrastructure will be most welcome not to mention the insurance protection afforded by the National EAA organization. That alone will make many rest easier, or even get more involved.

Chapter 105 is also looking forward to the day that it builds its own hanger. A place where builders can ac-

complish things that just don't fit in a spare bedroom, basement, or even a two car garage.

If you find you have more time than you need to build an airplane, stick your nose into the workings of Chapter 105. You might find something to keep you occupied.

MGM

This Month...

- ***Catching up on the meetings with November's and December's meeting reports***
- ***Adventures from the Log Book — yes, they can be here to help.***

Meeting Coordinator:

Randall Henderson

503-297-5045

rv6n6r@comcast.net



January 2004 Meeting

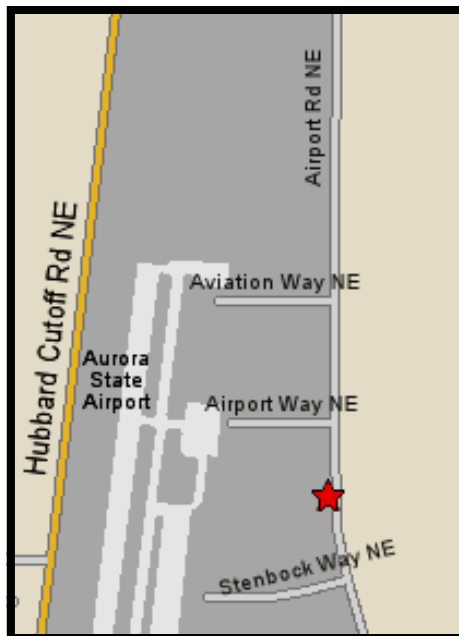
Project: **Kent Byerley's RV-9A**
Address: **22781 NE Airport Rd, Hanger A1,
Aurora Airport, Aurora, OR**
Date: **Thursday January 8, 2004**
Time: **7:00 pm**
Phone: **503-627-4045 (day)**
503-706-2618 (cell)



The January meeting will be at Kent Byerley's Hangar on Aurora Airport. Kent is building an RV-9A and is almost done with the wings, and is expecting his QB fuselage to be there by the meeting date. (Kent will be grilling hotdogs and have chili.)

From Portland:

Take I-5 South, take the Canby/Hubbard exit, turn left at the first light (Arndt Road), then turn right (south) on Airport Road. Turn right at the sign for Pacific Coast Avionics. Kent's is the easternmost bay (closest to Airport Road) in the hangar bank that's south of Pacific



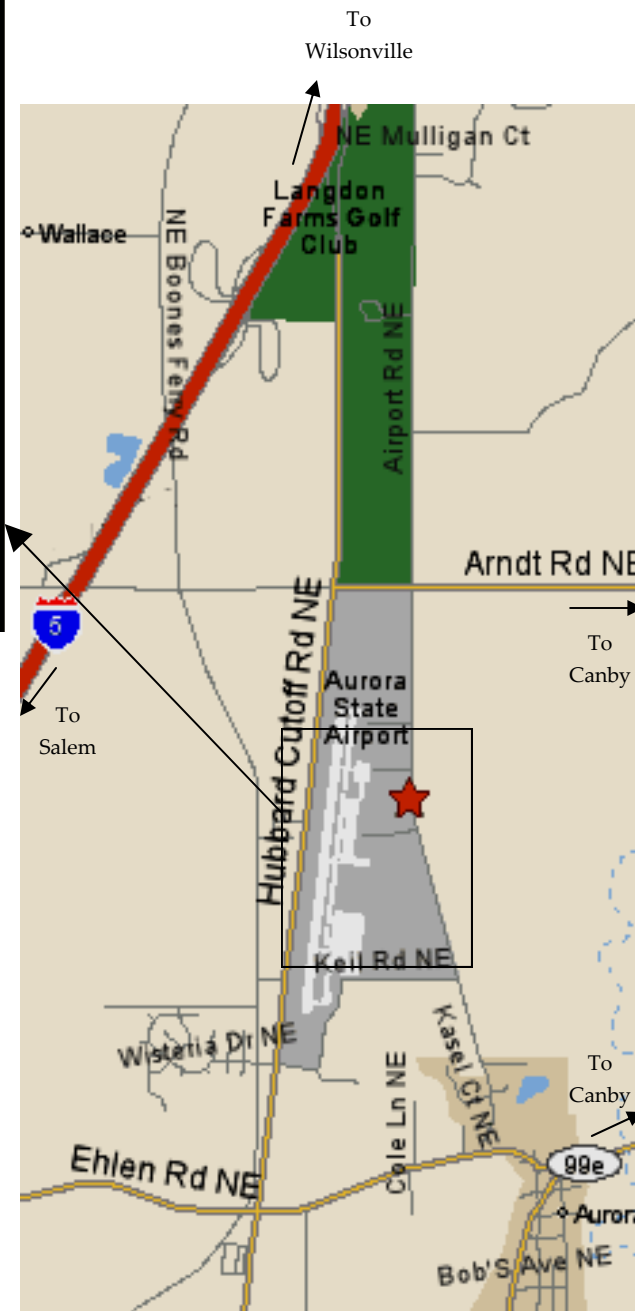
Coast Avionics. Park next to Airport road in front of the building, or in the Pacific Coast parking lot.

Flying:

The identifier is [KUAO](#). Look for the Pacific Coast Avionics building just south of Aurora Aviation near the middle of the field. Kent's hangar is the easternmost bay in the bank of hangars one taxiway south of Pacific Coast avionics. There is room for a number of planes to park between Pacific Coast and the taxiway in the grass, but the taxiway must be kept open to allow the other hangar owners access to their planes.

Plane Pool!

Members who plan to fly to the meeting are encouraged to take this opportunity to share any empty seats with still-building types. A good way to offer or ask for a seat is to use the [oregon-rvlist](#) email list.



www.vanshomewing.org

Future Meetings

[February—Randy DeBauw RV-10 Portland](#)

[March—Van's Aircraft Aurora](#)

[April—TBD](#)

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" -- jar or bowl for folks to throw a buck or two into. No reason the host shouldn't get some reimbursement for all that food and drink.

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

This Month's Contributors



Mike McGee
HW Editor /
Chap 105 Associate
Editor
With Navigator /
Proofreader.



Kevin Lane
Long Range
RV traveler.
The other Home
Wing RVer that
has landed in the
Bahamas.



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November Meeting at the Sheepspen

Steve Householder's RV-6 (& T-28s)



North American T-28 undergoing restoration.

Really, really big WW2 era RV-6A, otherwise known as a T-28. This is one of the projects that Steve bids his time over. He actually has two T-28s in his hanger on the Hillsboro Airport (HIO). These along with his RV-6 project and his partner's Aero Commander (pictured below) keep Steve out of trouble. Or at least it doesn't leave him with much time on his hands.

Thanks to Steve's hospitality the Home Wing gathered at his hanger for the November meeting. The cavernous hanger that Steve has his business set up in is just about an airplane builders dream. Airplane projects cover the floor and a machine shop lines the walls. When the stress of a long day of airplane building gets too much, pop into the office to relax or shoot a game of pool.



Like many of us, Steve has been working on his RV-6 for a number of years. The tail and wings are assembled and the fuselage is in the jig at home. He expects to be moving the fuse to the airport this year so he can put all the big parts together.

Meanwhile, Steve focuses his attention on the two T-28



A view from a fly on the wall in Steve Householder's hangar. In the foreground, the Aero Commander undergoing restoration.



Steve gives us the rundown on the histories of the two T-28 aircraft being restored.

projects at hand. The process of restoring these machines is a full time job. One machine was rescued from the east coast while the other had spent time in the far east.

Part of the restoration efforts include running around the country acquiring rare parts needed to replace those that are missing or just not repairable.

Thanks again Steve for the RV hospitality.

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What the heck is a Chard 6?

Carl Battjes



The December Home Wing meeting was hosted by me, Carl Battjes, and the star was N6RV, Chard 6 serial number 1. First of all, it's not a Van's RV-6 and it's not a kit airplane, not even a plans airplane. Art Chard built this plane in Michigan, finishing it in 1977. The design took place as a cooperative venture between Art in Michigan and Dick VanGrunsvan in Oregon. Art also built another Chard 6 that was similar, but also different from N6RV, finishing it in 1980. Both predate the Van's RV-6 and N6RV

actually flew 2 years before the prototype RV-4.

The main differences between N6RV and Van's RV-6 are: N6RV was a good 20 mph slower than Van's RV-6. This is partially explained by the larger frontal area with the 1 foot greater wing span, the 5 inches

	Span	Fuselage Width	Fuselage Height	Canopy	Tires	Fuel
N6RV	24 ft	39 in	47in	Thorp T-18	6:00-6	24 gal
Van's RV-6	23 ft	42 in	42 in	RV-6 design	5:00-5	38 gal

December Meeting in Beaverton

Carl Battjes' Chard-6



greater fuselage height, and the bigger tires. Another factor was the carb air inlet, which probably didn't allow full ram air pressure to exist at the carburetor throat.

A dominant factor was probably the cooling drag. The exit air opening was excessive, essentially 4 by 36 inches and the inlets were larger than necessary, too. The similarities are mainly the RV look, the wing, airfoil, and the delightful RV aircraft control feel and performance.

Where in the heck has N6RV been?

It's been to Oshkosh at least 4 times. I flew across Lake Michigan and up to Marquette, Michigan and down to North Carolina. There were lots of local flights, and trips to Merced and Auburn, Washington.

I'm the fourth owner of N6RV. Gerry VanGrunsvan was the second. It's not been flying since I got back from Oshkosh in 1988- I hurt it a little bit...

What's next?

With a casual glance at it now, it looks like it's not far from flying again. But a closer inspection reveals considerable work to do in the cockpit and cowl and engine compartment. In the 90's, Bill Benedict and I worked on the plane at a very slow pace. The original damage has been repaired, with the help of Bruce McIntire and Harmon Lange. Bill and I did an upgrade on the rear spar attachment parts. At that time, Bill and I went nuts with

ideas for improvements and upgrades. These were sometimes patterned after the improved way of doing things exemplified in the Van's RV-6, and also sometimes for creature comfort and whatever.

Help!!

I refuse to answer the question, "When will it be flying again?" I might consider a partner in this venture or possibly a sale. Judging by my history, this plane won't be flying soon if it is left only to me.

Talk about a quick build kit!!! I'd welcome calls from serious or slightly interested people to talk about details of the project and expected performance improvement. Contact me at 503-293-4353 or crbat@pacifier.com.

[Carl also sends word that Chard-6 Sn 2 is for sale. See the info in the classified section. -Ed.]



Carl Battjes' Chard-6 on the road to recovery.

www.vanshomewing.org

Adventures from the Logbook

The Trap Had Been Well Set

Kevin Lane

260 Gallons of 100LL - \$674.34

6 Nights at Motel 6 - \$333.58

Cost of "Furthest Traveled" Award - Priceless!

The trap had been well-set. I hadn't had any long cross country trips for a year and was itching to log some serious time, although with normal length fuel stops this time, no ferry tanks. Tracy Crook was holding his annual Rotary Round-up at his fly-in home in Bell, Florida. I was temporarily unemployed, so could afford the time. Then comes the real catch. The weather was unbelievable. There wasn't any. For the whole US nothing showed up, just high pressure everywhere. They laughed when I called WX-BRIEF. Ha, the guys who cry "VFR not recommended" at the sight of a cumulus cloud were telling me, "fly anywhere, any time, any direction, there is no weather out there". So, I headed off on a Tuesday afternoon for Florida from Troutdale. With my typical flight planning I didn't really know how far I would go that day. Headwinds kept my groundspeeds down to about 129 knots. I stopped south of Reno, CXP, because they have cheap fuel. I decided to try for Vegas. It would be just getting dark when I arrived and I've never flown over Vegas at night. I always thought of Vegas as just sitting out in the middle of a bunch of sand, you know, desert. Ha, there are very large mountains around that city.

The sectional tells you to fly at 13,400' to avoid them. I flew at 9,000 since they were clearly in sight at dusk. I was disappointed in the light show. I expected the strip to be breath-taking, and the Luxor blinding. From 9,000' I had to guess as to where the strip was actually located. The Luxor never showed up. I quickly looked at the sectional and decided to land outside of town at Boulder City. I had forgotten my AOPA guide book, so just made a quick decision. (note - go to North Las Vegas if you stay over, not Boulder City) My GPS led me easily to the airport. I clicked the lights on, so the airport and surrounding neighborhood lit up surrounded the absolute blackness. I circled the airport for 5 minutes trying to get anyone on UNICOM, but with no luck. I landed and was glad I had my new prototype landing light as I taxied to an FBO. (I used to just use the strobes for seeing

which really doesn't work) The place was locked up, dark, and the promised phone outside was, well, I don't know where it actually was. I walked to a nearby hangar and a door was open for the emergency helicopter service. I yelled but no one answered. I found some yellow pages and began looking for a room. No one seemed to know where Boulder City was. Where the hell was I? Of course the Super 8 operator was actually in South Dakota, so knew nothing of Vegas. Eventually a helicopter pilot came down from upstairs somewhere. He was very irritated that I had let myself in and was using their office. I kissed ass and got him to suggest a motel. I found out that he flew emergency copter flights, at night no less, logging some 24,000 hours by age 60.

When I returned to the airport the next morning I was amazed at where I was. So much for the flat desert and sand concept. I discovered there is another good reason to keep your pattern tight and non-Cessna like. To the west were mountains several thousand feet high. To the east lots of high power lines from Lake Meade. I had been circling over all of this totally unaware of what was below. The mountains really weren't that close, it was just a shock to see how big they were.

I took a leisurely start and was in the air by 9:30am. The headwinds continued as I headed for Denton, in the Dallas area. That night at the motel I got hold of JC, who I had worked with in St. Louis, our first jobs out of college. He is working for Frito-Lay now. It sort of surprised me when his wife answered the phone. She sounded barely awake. I talked with JC for a while, promising to look them up on the return trip if possible. I hung up and turned on the



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TV. Leno was on. Leno! Its 8:30, why is he on? Oh hell, I forgot to change my watch. I got those people out of bed. Geez, idiot.

The winds had changed finally. The whole country was still outrageously clear. I saw some 165kt ground speeds as I raced through Pensacola and along the coast past Eglin Air Base at 1500'. If you want experience with flight following try flying down the coast here. I must have been passed off at least six times as I flew past Eglin and Kendal. Before I knew it I was at Cross City and getting instructions on how to find Tracy's airstrip 10 miles away. I buzzed his strip and dropped in a day early. One other RV, rotary powered, was already there. The weather was incredible.

Laura Crook is perpetual motion. All 105 lbs. of her is either cleaning or giving directions of what chairs go where, what neighbors tables need picking up, where to hang the signs, you name it. The fly-in seems as much hers as Tracy's. It is inspiring to see what a team they make. She spends her week as a consultant in Atlanta, and then returns to Bell, FL for the long weekend. She is on the Atlanta Marriot's top 25 list. She gets up at 3am to be at work in Atlanta by 9am. That hurts me just writing about it.

Arriving a day early I get put to work, but also get the guest room instead of the tent I packed. Sweet. Tracy and Laura lived in this room while they built their house atop their hangar, commuting from Tampa at the time. The room is packed with little Marriot gifts given frequent customers; soaps, shampoos, body lotions, a little sewing kit.

Friday the planes start arriving in numbers. Half a dozen rotary powered RV's show up. A Cessna parks way down at the end as if embarrassed. Paul Lamar shows up with a new exhaust pipe to test on the demo engine. Somewhere out in the Gulf some weather also arrives uninvited.

Saturday is a fun day. Nothing is much planned. People give rides and show off with high speed fly-bys. I give Tracy's daughter and her boyfriend (from Portland no less) a ride. The Suwannee River is close by. Despite the numerous twists and turns it seems to flow by quickly, almost root beer colored from the tannin. Yes, there are alligators. I resist using it as a race course since I have an unparachuted passenger on board and would probably need to bank past 60 degrees. You know me, Mr. Regulations!

I have to comment about Finn. His RV-3 is like no other. It is unpainted and beginning to corrode from the salt air. He prides himself in how little he has spent on his

plane. He made his own strobes. The bulbs have no sockets, but seem to work fine dangling in free space. His first rotary engine caught fire because he used plastic fuel lines. His plane is a trip. He is also a good pilot and put on quite a show for us, obtaining 4 vertical rolls, which I know my -6A can't do. (falls off during the second one)

Remember the front in the gulf? It was moving in quickly. It hooked across Florida cutting the peninsula off from the rest of the country. The radar showed yellow and orange. One unbeliever was back in 20 minutes to spend the day with the rest of us. And Monday. And Tuesday. All day, no breaks. So we enjoyed our accommodations and each other. We headed to town for supplies now that Laura was gone. Beer, pizza, chips, ice cream, real southern eating, all the food groups!

Tuesday evening I got everyone to come downstairs in the hangar and start explaining to me the various engine parts. Rotary engines are made from slices that either hold a rotor, or fit between the rotors. Like a big club sandwich they are all bolted together to form the engine block. A good greasy, hands-on discussion is like no other. It sinks in and makes sense. That free-form forum was more beneficial to me than anything else that weekend. Men don't get many chances to just hang out anymore. While common in other cultures, ours seems to look at such inactivity as the devil's workshop I guess.

What a difference a day makes. The orange and yellow and green radar hits had moved out to sea. Finally I could get out of there and home. I had won an award for farthest traveled, 2448



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nm., and had plenty of miles to get home. If I hadn't left the master switch on for the past three days my trip would get started sooner. I had wired a horn into my plane to warn me the switch was on. I found however that sometimes I like to listen to the radio without the horn blaring, so also wired a switch into the horn. Somehow the horn was disabled and the master switch left on. So we managed to get my battery jumped and the engine started. My next mistake was thinking that the ten minute trip to Cross City for fuel would be adequate charging to get me started again. That, and they would have jumpers if needed. An airport bum (what a terrible term for a very nice retired airline pilot) actually went to the store and bought a cheap set after all attempts to locate the regular set failed. Don't think though that the trap had finally nailed me. Mother Nature likes to use her own tools and devices, not human forgetfulness.

So, with such a speedy departure and some huge headwinds I found myself back in Dallas-Fort Worth again about 3 pm. My neck was bothering me and I decided I should try to get together with my old friends John and JC. It amazed me how I was able to find them at work with one phone call to directory info where a live person

actually answered the phone. I was excused for my previous late night phone call.

The next morning the winds were even more intense. I was flying very low to lessen their affect, staying 1000-1500' AGL. Winds were over 50 knots plus higher up. I heard flight watch ask an airline pilot if he had an engine out. The pilot cried back to give him a break, they had a 120 knot headwind. Somewhere in western Texas I experienced my greatest headwind to date, 101 knots at less than 1000' AGL. Yes, the GPS showed 61 kts. of groundspeed. I only got as far as Albuquerque that day. It was Thursday. I so wanted to be home. My neck was bothering me more each day and my endurance was down significantly. (note - I was told that fuel at ALQ was \$3.99!!!)

When I looked at the computer weather things in Ely, 1200 to 2000' ceilings, no precip., seemed OK. Apparently they often do, not because they actually are, but because the radar coverage is shielded by mountains. My mistake was to not talk with the weather briefers and just rely on the computer screens. I had hoped to actually travel west of Ely, but the restricted areas thought differently. It had dumped a foot of snow in Salt Lake. The ceilings were coming down fast. I was one valley away from Ely and realized I wasn't going to make it there. I turned around and realized that things didn't look too good in any direction actually. An off airport landing didn't look too hard, but the reality after that wasn't pretty. I was in the middle of nowhere and it looked pretty damned cold out there with that frosting of snow everywhere. I talked with flight watch and explained my situation. I found a hole, a pretty good sized blue hole. Flight watch told me tops were at 15,000'. Did I have oxygen? Yes, a portable unit, on the second

shelf in my hangar. Hey, I did have two GPS units on board, give me credit for that.

I popped out at 15,500'. It was 20 degrees up there. At about 13,000' I realized that my indicated airspeed was approaching 40kts. It is very easy to lose track on a big, anxious climb like that. People have laughed when I told them about climbing my plane to 18,100' once, just to see if it could do it. I was glad for that experience when flight watch asked me what the ceiling was for my plane. I was also glad that I wasn't flying some 120hp thing that could never reach those altitudes. So, I headed back to Cedar City, UT. Soon the clouds broke up and I could see the ground and return to breathing levels. Actually, I never noticed the altitude, but then you tend not to.

In Cedar City I was asked to file a report with the Flight Service Station. Anytime you break some rules they want to make a report so as to notice any trends in your flight planning.

I returned to the FSS the next morning, (in a Hummer II, no less, that the FBO provided). These are the ultimate in preflight briefings. You sit with the briefer, look at the same maps and choose a route. They seem to not repeat the "mountain obscurement" phrase so often when you are sitting right there. Tim decided that I could get through the weather by heading south of Vegas and across the pass at Barstow-Dagget. There I would let some weather pass and continue around Edwards AFB, on to Bakersfield, up the San Joaquin valley and home. Home, yes, that sounded good. It was Saturday and I had been trying since Sunday, 6 days ago to get there. Again, I was pleased I was flying a fast airplane. I ran into two guys ferrying a 6 cylinder Maule to Pasco from

Texas. They weren't going to make it at 125 mph max.

So, flying into Dagget seemed like it was right back into the Ely thing again. Occasional mist, lowering ceilings, but the airport was close. I stopped there and checked weather again over the phone. It's funny how you can go in and get this complete, precise briefing, jump in your plane, and the first time you talk with flight watch it's the ole' "VFR not recommended" saw. I could see from the airport, clear above and sunshine but a few miles away. I decided I didn't need to wait for weather and went VFR on top at 8,500' over Bakersfield heading north. By the time I reached central CA it was broken and scattered. Best of all I was seeing 150 kt ground speeds at 2400 rpm. and a fuel burn around 6.5 gal/hr. I asked Oakland flight watch and they sent an e-mail to Tim at the Cedar City FSS thanking him for his excellent preflight and directions. .

I landed in Red Bluff, northern CA, to top off the tanks and rest my sore neck. I was really hurting now. If I didn't get home today though, the weather in Oregon was going to change. I layed down in the FBO for half an hour. I could have spent the whole afternoon there, it hurt as soon as I sat up. A couple more hours, that's all, I'm so close to home.

Red Bluff to Medford is some rugged flying, past Mt. Shasta and all. Medford to Eugene isn't much better. Then it's the Oregon valley, yes, flat, roads, people. I was almost home. My Pilot II GPS has great vertical navigation. It always amazes me how far out you need to start the 400' per min descent to arrive at your destination. As soon as you point the RV downhill you have to pull some prop to keep away from redline. I was seeing 164 kts. groundspeed outside of Salem. Yes!

I called UNICOM 30 miles out and they called my house to get me a ride home. The landing was uneventful. I hurt a lot. Brian was his typical incredible friend and came out to the airport to put my plane away. I hurt that much that I wasn't able to winch my plane into the hangar. But I was home. I guess the trap with Ma Nature was a draw. I slipped out a hole. Funny, it didn't seem like such a big deal at the time.

The more I fly RV's, the more I appreciate them, their performance, their ruggedness, and the confidence and pride they instill. Anyone who finds faults with these experimental aircraft is just uninformed. I can bet my life on them. More than once. (no honey, that's just bragging, pilot talk!)

Post trip note – the FAA called me at home the other day. "Yes?" I offered shyly. "We'd like to commend you for your action in Utah, contacting Flight Watch when you got into trouble". That was a big surprise. "We'd like for you to tell your fellow pilots what you did and how you correctly solved your problem by contacting someone who could track and help you with your situation." "So I'm not in trouble for flying at 15,500' without oxygen?". "No, we're just glad you could resolve the situation you got into safely. I read too many NTSB reports that start out just like yours."

Wow. I like what one pilot told me he said after getting into a similar situation and popping out on top, "I'd like vectors to anywhere but here!"

-Kevin



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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 in Chapter 105 hangar at Twin Oaks. Asking \$5500. Contact Rion for viewing -- 503-646-8763 (eve), 503-670-1144 (day), 503-720-9394 (cell)

Chard-6 Serial Number 2 is for Sale — It is owned by Ted Fields of Oklahoma. You can read about it in the June 2003 issue of Kitplanes. Unfortunately, since the article, this airplane has been injured. Ted Fields phone is 508-545-3411 [04/04]

RV-4 Tools For Sale — 3X rivet gun with air control valve, 12 rivet sets, and two holders - \$150; Tube flaring tool - \$40; Tube bender - \$20; Edge nibbler - \$10; EE model 50 Magneto synchronizer - \$10; 9/16" Cylinder wrench for C-85, etc. - \$10; Harbor Freight 1-ton shop (engine) hoist - \$100; Sporty's handheld transceiver with leather holster, NiCad pack, charger, and headset adapter - \$200; Grimes white strobe light (unused) - \$20; Stick Force Gauge - \$15; Shoebox full of misc a/c hardware inc. rod ends, fuel primer, light bulbs, instrument screws, lots of AN rivets (packaged) - \$35 -- Call Mike Bender 503-313-9640 (Ptld) [04/04]

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]

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 — 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. 503-557-1333

www.aeroframegallery.com



Board Meeting Highlights

Your Chapter 105 Board

4 Dec 03 - 7:00 PM — Randall Henderson, Randy Lervold, Mike Psiropoulos, Ralph Schildknecht, Brent Anderson, Dick VanGrunsven, Jim Mitchell, Jim Pace, Rob Hickman, Harvey Cheney, Phil Spingola, Rion Bourgeois, Jenny Hickman and Benton Holzwarth attending.

Much of the discussion revolved around the options and contingencies involved with whether the merge of the chapter and the VAF HomeWing is approved by the HomeWing members. The arrangement of meetings, the breakfast and the newsletter schedule were considered.

- Randy, Randall and the board decided to host a joint meeting of the HomeWing and EAA Chapter at the HomeWing's regular second-Thursday time — meeting in January at Kent Byerley's RV-9A project on the Aurora airport. Dan Benua's project may be the February meet-

ing and the March will be a meeting at Van's RV plant.

- Randy Lervold has agreed to take over management of the combined chapter and HomeWing websites. He is also taking on the task of converting more of the membership over to e-delivery. Paper copies are delivered only a small fraction of HomeWing members, but to the large majority of Chapter 105 members. Thanks go to Phil for covering the function for several years.

- Benton will retain the chapter editor position, and Mike McGee will edit the HomeWing section of the newsletter. Randy Griffin is taking over the production and mailing of the paper copies of the newsletter. I've volunteered to assist, at least until the number of copies mailed out drops to a more reasonable number. Randall owns the VAF-HomeWing logo. He's agreed to allow the chapter to use it in our newsletter.

- The combined roster list is being constructed by Randy, both for chapter needs, and for our annual paperwork submission to Nat'l HQ.

- Randall reported on increasing anti-airport activities around HIO and Washington county.

- There has been another hiccup in the process of leasing some land on the Hillsboro airport. The area we'd like to fill is being used by Eagle Air temporarily. This actually plays well for us, as it'll no doubt take that long to sort out the paperwork with the Port of Portland, and would let us begin building in the spring/summer, rather than here in the winter.

- Bob Stark is now filling one available plane space in our chapter hangar, but Ian Henehan is relocating to Texas, and taking his AirBike with him, so a space is now available. \$120 / mo.

- Insurance will be continued next year at the same levels we've carried in the past. We carry liability insurance, but decline the "hangar keeper's" coverage, instead requiring our sub-lessees to add us as 'named insureds'. Usually an owner can add named insureds at no charge.

If there is one, their rent is reduced by the amount.

- Benton has received two replies on the request for board members to send over a listing of what they see their position on the board to entail.

- Jenny was authorized to spend up to \$400 for groceries and materials for the christmas banquet.

- The chapter board meetings have traditionally been held on the first Thursday of the month. Previous discussion had moved the January meeting from New Year's day to the 8th (and then the 7th). A suggestion was made that, in the case of the merger being approved [as is now reported as having happened - BJH] the board meetings could be moved to the third Thursday. As this frees up the first Thursday date for all of us, and helps avoid, in the near term, folks arriving at the hangar for a meeting and instead finding it cold and dark, the suggestion was met with approval.

- MikeP has raised the issue that moving the checking account address everytime the treasurer changes is a nuisance as a reason for the chapter to hire a POBox, either through the USPS or one of the private companies. Jenny seemed to think that couldn't be any worse than having to trudge to some inconvenient post office to pick up the chapter mail, so we're leaving the decision whether to use her address or get a POBox up to her.

Places Pilots Know

The [Be-A-Pilot](#) organization and [Pilot Getaways magazine](#) have teamed up to provide a database of interesting places that are 'better accessible by air.'

Only five spots are listed in Oregon so far, but it has a 'suggest new places' button. What's your favorite hide-a-way? Flying-M Ranch isn't shown yet...

<http://www.beapilot.com/places/places.html>

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

2004 Aviation Calendar

Brent Anderson

Feb 21-22	Puyallup, Wa Northwest Aviation Conf & Tradeshow 866-322-7469
Feb 21-22	Casa Grande, Az (Phoenix Regional A39) IAC Ch 69 SW Reg Akrofest 602-852-0227
Feb 24	Gresham, Or Mt Hood Community College AOPA Safety Seminar "Maneuvering Flight, Hazardous to Your Health?"
Mar 5-6	Casa Grande, Az (CGZ) 46 th Annual Cactus Antique Aircraft Fly-in Chairman@cactusflyin.org
Mar 11-13	Reno, Nv 15 th Annual Women In Aviation Conference Reno Hilton 386-226-7996
Mar 27	Riverside, Ca Airshow 2004 909-682-1771
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 863-644-2431
May 18-20	Las Vegas, Nv Aviation Services & Suppliers Supershow 800-827-8009
Jun 19 tentative	Scappoose, OR (SPB) Van's Homewing Fly-in
Jun 18-20	Marysville, Ca EAA Golden West Regional Fly-in
Jun 26-27	Rocky Mountain EAA Regional Fly-in 303-452-9757
Jul 7-11	Arlington, Wa (AWO) EAA NW Regional Fly-in 360-435-5857
Jul 19-25	Farnborough, England Farnborough International Airshow 2004 609-987-9050
Jul 27-Aug 2	Oshkosh, Wi (OSH) EAA Airventure 2004 888-EAA-INFO
Sep 4-5	Aurora, Or (UAO) Van's Homecoming
Sep 9-12	Reno, Nv Reno Air Races 775-972-6663
Oct 7-10	Phoenix, Az EAA Copperstate Fly-in 520-400-8887
Oct	Las Cruces, NM Land of Enchantment RV Fly-in



EAA Flight Advisors

Dave Lewis, Sr. 503-690-8237
EAA Ch. 105, multiple RV builder, Hillsboro-Ptld

EAA Tech Counselors

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

Randall Henderson 503-297-5045 rv6n6r@comcast.net
EAA Ch. 105, RV-6 builder, Hillsboro-Ptld

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EAA Ch. 105, multiple RV builder, Hillsboro-Ptld

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EAA Ch. 105, RV-6 builder, Scappoose-Ptld

Dan Benua 503-621-3323 danb@synopsys.com
EAA Ch. 105, RV-6A builder, Hillsboro-Scappoose-Ptld

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



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

For Renewals, indicate **changed** information only
Check: New ___ Renewal ___ 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?): _____

Breakfast Volunteers

Saturday, February 7th, 2004

7AM

Chuck Inmon
Dennis Jackson
David James
Parnell Jarrell
Steve Johansen
Paul Johnson
Charles Kaluza
Gary Kaminski

9AM

William Kenny
Martin Koxxy
Louise Lane
Peter Lang
Harmon Lange
Randy Lervold
Charles Lewis
Chris Longaker

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

Chapter Calendar

Jan 3	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Jan 8	EAA 105 Chapter Meeting 503-646-8763 Kent Byerley's RV-9A project — page 7
Jan 15	HIO Twin Oaks EAA 105 Board Meeting 503-646-8763
Feb 7	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Feb 12	Randy DeBauw's RV-10 Project
Feb 19	HIO Twin Oaks EAA 105 Board Meeting 503-646-8763

Note: Meeting is on **Second** Thursday!



**Next Meeting —
VAF - Home Wing
EAA Chapter 105
Thurs Jan 8, 2004 - 7:00 PM**

**Kent Byerley's
RV-9A Project
Aurora Airport
See map - page 7**



To:

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