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

A June to Remember

This June is shaping up to be the busiest I can remember since I became involved with the chapter in the last millennium. Along with the monthly breakfast on June 5 and the chapter meeting at the Kens' Pipsqueak Project at Dietz Airpark, we are also co-hosting the B-17 June 18-20, hosting the 13th Annual NW RV Flyin at Scappoose on June 19, and hosting the 3rd Annual Chapter 105 Poker Run on June 26. As usual, mixed in with these events, we will be flying Young Eagles flights.

Thanks to the diligence of our Activities Coordinator Brent Anderson, it appears that the chapter is also going to have the opportunity to help host the Russian delegation which is bringing over three front line Russian fighters and a tanker to celebrate the 100th birthday of Valery Chkalov, the Russian equivalent of Charles Lindbergh, and the 67th anniversary of his 1937 flight across the North Pole to Vancouver, WA. The Russian delegation will be in town June 15-22.

With all of these activities going on, we will be stretched thin, and need all the volunteers we can get. To help with the B-17, please call me at 503-670-1144. To help with the RV flyin, call Mike McGee at 503-534-1219. To help with the Poker Run, call Jenny Hickman at 503-524-3190. To help with the Russians, you can call Brent Anderson at 503-646-6380. To help with Young Eagles' flights call Harvey Cheney at 503-647-7546. Note that the B-17 volunteers will be eligible for the raffle of a seat on the B-17's flight to her next stop in Caldwell, Idaho.

Breakfast News

The weather was awesome the first Saturday in April, and we almost set a new attendance record, serving over 300 diners! I think we would have broken the record, but some were discouraged by the length of the line. Please remember that you are welcome to help yourself to coffee while you are waiting in line.

Last Month's Meeting at Ralph Hudson's and This Month's Meeting at Mike McGee's

A big thank you to Ralph Hudson for hosting the April meeting at his Strojnik S2 project. See details elsewhere in this issue. Ralph is a chapter EAA technical counselor, and very knowledgeable about composite construction. Anyone building a glass airplane should definitely invite him to visit their project and take him their questions on composite construction. See the resources page on the chapter website for his contact information. See his link on the planes page for pictures of his previous project, a beautiful Glassair IIS. Note that next month's meeting at Mike McGee's hangar in the NE Tees at HIO will start at 6 p.m. to accommodate flyers in. The

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subject will be alternative aircraft engines.

www.eaa105.org

The new chapter website is up and running at www.eaa105.org. V.P. Randy Lervold is the webmaster. If you haven't checked out this chapter resource yet, you should add it to your bookmarks pronto. You can check 24/7 by referring to your chapter's website the location of the next meeting, upcoming activities, who is on the breakfast volunteer list, and board of directors' phone numbers and e-mail addresses. It also has a list of local EAA tech counselors and flight advisors and their contact information.

One of the pages is the members' planes section with pictures of members' projects. This can be your own mini-webpage, or a link to your own webpage. To become immortalized on the ethernet, send your digital photos to Randy at randy@romeolima.com.

Another resource, the chapter tool crib, is also documented on the website, with contact information for our chapter toolmeister, Amit Dagan.

All you have to remember to access all of this information is the website address, which is very easy to do. Remember, we are an organization known as EAA Chapter 105. The website address is, logically, www.eaa105.org.

Hare vs. the Hares vs. the Tortoise

Working on sawhorses in the garage, the Hickman boys already have their RV-10's vertical stabilizer done! See their link on the chapter website.

Randy Lervold has his shop set back up, his RV-3 website done (see his link on the chapter website), and his panel planned. With that out of the way, he should have a hole drilled any day now.

Meanwhile, I am still filling pinholes my RV-4's glass parts. See my link on the chapter website. Did you know that an RV-4 kit has more pinholes than rivets?

It appears that those pesky Hickman boys are leading!

Have You Missed any Issues of Sport Aviation?

One of the benefits of chapter membership is the insurance coverage provided by the chapter for chapter members through the EAA for chapter events and fly-ins. One of the conditions of membership in an EAA chapter is membership in the national EAA. We are, after all, a chartered chapter of the EAA. This is covered in our by-laws. If you are not a member of the EAA, technically you are not a member of the chapter, and may discover that the insurance carrier may argue that the protection the chapter has paid for and attempted to provide you is not available to you. Accordingly, please be sure your EAA membership is current. If you haven't gotten a Sport Aviation magazine in over a month, you have probably forgotten to pay your national dues and may be missing more than the magazine even if you have paid your chapter dues. You can check the national EAA's website at www.eaa.org to check your national membership status and renew if necessary.

Little GeeBee Restoration

Your chapter owns this homebuilt aircraft, which was donated to the chapter by George Bogardus, who flew it back to DC several times in the early 50s to get the CAB to approve the experimental aircraft category by proving homemade, experimental aircraft were safe, practical and feasible. This historically significant experimental aircraft is being restored at Dick Van Grunsven's workshop at his home at Sunset Airpark in North Plains. For those of you who don't know Dick, he is a local aircraft designer and entrepreneur and former chapter president. He currently sits on the chapter's board of directors and

Photo: Dan Checkoway

Bill Esther Engraving

Bill Esther does custom engraving as a hobby on his home CNC mill and is ready to talk to anyone about custom engraving work. He's done gas caps, fuel selector and data plates, but is open to any project. As an example, caps like shown here are $21 each + $6 S&H.

He'll work with you to find a compatible format and will give you a straight answer about whether he can complete the job or not. You can see more photos on Dan Checkoway's RV-7 construction website http://www.rvproject.com (scroll down to the gas cap) or contact Bill at 503-627-5127 or bill.e.esther@tek.com.

Bill left a message for me about placing a classified ad. When I returned the call I wondered about the number — it was a Tek prefix. Turns out he and I have worked at Tektronix since, oh, since about the time 100/130 was a secret weapon but have never crossed paths. Bill is a member of EAA 292, lives on Independence Airpark and works on his Ercoupe and Bonanza.

is the Bogardus Trust liaison. He needs volunteers for the restoration project, and if you are interested in helping, call Dick at 503-307-7550, or e-mail him at Engineering2@vansaircraft.com.

A Little Bar Humor

Here are some puns I tried to tell at the last board meeting, but was shouted down. I heard Click and Clack telling some of them on their radio show last weekend, so I thought I'd try again. Viva the First Amendment!

A sandwich walked into a bar, and the bartender said "Sorry, but we don't serve food here."

A jumper cable walked into a bar. The bartender said "I'll serve you, but don't try to start anything."

A motorist walked into a bar with a piece of asphalt under his arm and told the bartender "I'd like one for the road."

A termite walked into a bar and asked "Is the bar tender here?"

Chkalov Update

Carl Dugger

On June 15th through June 22 a Russian delegation will be visiting the Portland - Vancouver area to celebrate the 100th birthday anniversary of Valerey P. Chkalov, who piloted the world's first transpolar flight, from Moscow to Vancouver, Washington, on June 20, 1937.

Part of the delegation is planning to arrive with an Ilyushin 78 tanker along with one MIG and two Sukhoy 27 fighter jets. Possible events include an air show at McMinnville on Sunday, June 20th. Other potential events include a factory tour of Van's Aircraft at Aurora, a tour of the B-17 at Hillsboro and a visit to the RV fly-in at Scappoose on June 19th.

EAA Chapter 105 is working with other chapters, with McMinnville, and with the Chkalov Cultural Exchange Committee to make it all happen. For additional information, contact Carl Dugger with EAA Chapter 782/105 at "duggercr@aol.com" or call at 360-835-8831.

ANT-25 rests at Pearson Field following its record-breaking transpolar flight in June 1937. Photos courtesy the Valery P. Chkalov Cultural Exchange Committee -- www. chkalov.org

Roche Harbor Vacation Rental

My name is Linda Tiritilli. My husband Tony & I are members of EAA chapter 393 based at Buchanan Field in Concord, CA. Tony & I bought a home at Roche Harbor Skyways, a residence airpark on San Juan Island, WA. We hope to retire there in a few years but in the mean time we've made it available as a vacation rental for pilots. Please take a look at our website at http://www.lobsterfarm.biz/. We may be reached by telephone at 925-674-1001 or by email at roche2727@yahoo.com.

Best regards,
Linda Tiritilli

OK, NOW What Did I Do?

Mike Robertson

Something happened to me recently that reminded me of an old saying that I have said time and again to both others and myself. Whenever something doesn't work right stop and think about what was most recently done to the aircraft. Did that maintenance touch anything related to the current problem. If there is any way it could then that is where you start your troubleshooting.

Most recently I had this same thing happen to me. Last Friday we installed an oil-air separator on Joe's plane. Saturday morning for the pancake breakfast it started fine, but, lo and behold, after the breakfast it would not start except with a jump. I flew around to a couple of places and everything worked fine. Then I flew it on Sunday and stopped at Scappoose for a quick potty break. Boom, the engine would not start. I checked all the positive leads, the battery, the starter solenoid and was about to come to the conclusion that the starter was not working right. Somebody told me that it sounded like the engine wasn't grounding right. I knew that I had installed the ground cable but then I stopped and remembered my own words. What had I most recently worked on that affected the engine ground?

When we installed the oil-air separator I had removed the screw holding the oil breather tube, WHICH ALSO ATTACHED THE GROUND CABLE on the firewall. We checked the new bolt I had installed and it was tight, but when the ground cable was checked it was loose. When I installed the new bolt I had also installed a stand-off for the breather tube. What I did not catch was that the hole in the end of the ground cable was exactly the same size as the outside diameter of the stand-off. When I initially installed the bolt the edge of the stand-off caught the edge of the ground cable and it seemed to be secure. But as soon as the engine was vibrating after the initial start on Saturday the cable came loose and was sliding up and down on the stand-off. It was making just enough contact to work with extra power via a jump, or when the cable slid just right to a new position. As soon as I took out the bolt and stand-off and re-installed the large area screw everything was right again.

There is an old saying, closely guarded I might add, that the most dangerous time for any aircraft is the first couple of hours right after maintenance or the annual inspection has been done. 99.1 % of the time it leads to nothing more than embarrassment, but there are also that other .9% or the time when it leads to more.

Moral of the story: Check your work and don't be afraid to stand back and be objective, even when "yourself" is part of the equation.

[At last report, Mike has run up 25 hours on N282JC, Joe and Char Miller's RV-9A. It's looking grim for the tortoise. Ed]

Young Eagles Awards

Jim Hoak received his Young Eagles 'Flight Leader' award for giving 10+ rides in 2003 at the April chapter meeting at Ralph Hudson's house. Randall Henderson received his 'Squadron Leader' award for 36+ rides and Harvey Cheney was rewarded for chairing the chapter YE activities at the April 15 Board meeting.

A Perspective on Testing

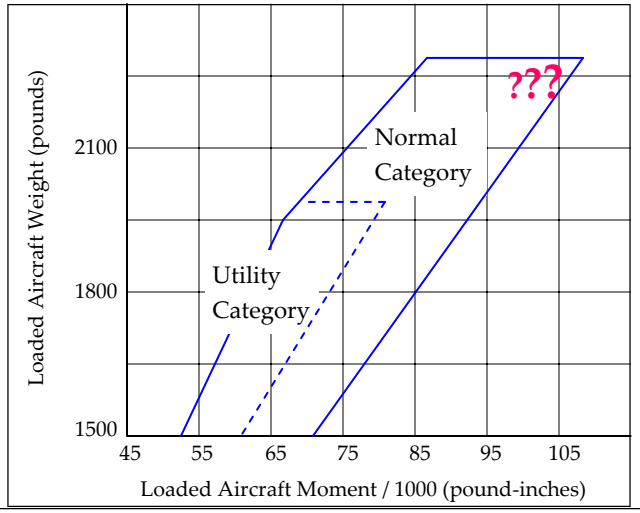
Randy Lervold

You've toiled long and hard for several (many?) years building your aircraft, then that glorious day finally comes where you get airborne - you're now officially in your Phase I test period. What testing should you actually do? I mean really, there are 3,500 RVs flying, you might say "why do I need to mess with it, why not just put Van's numbers in my POH and be done with it?" Let's take a look a little deeper at that kind of thinking.

You will very likely be required by your Operating Limitations to make the following logbook entry when concluding your Phase I testing and move into Phase II operation...

> **"I certify that... ...the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation."**

Think about what that logbook entry says, and realize what you are personally certifying. When you sign yourself into Phase II have you really established what you have signed for? Let's take a look at just one aspect of your new aircraft's operating envelope: operation at or near gross weight and aft CG, as in carrying passengers and baggage, something you are very likely to do. Like most builders, during Phase I flight you do some basic stall tests, both with and without flaps, and then fly around for 25 or 40 hours getting to know your new airplane and enjoying the thrill of it all. If you're like most, you do NO testing at gross weight and/or aft CG. One reason is obvious: it's illegal to carry passengers during Phase I operation. You then sign yourself into Phase II and the very first thing you do is to carry a passenger that puts you at or near your gross weight and aft CG. Remember now, you have NOT tested the aircraft in this flight regime and do NOT know how it behaves, yet per your logbook entry you have "certified" that it "is controllable" and has "no hazardous operating characteristics". How do you know? Clearly you don't, and therefore I submit you are violating your Operating Limitations, which means you are in violation of FAR 91.319. Not only that, but you are putting yourself and your passenger at unneeded risk. Every airplane stalls at a different speed when heavier (solo versus dual for example). Assuming you established a stall speed during Phase I while solo, how much does it go up when at gross weight? Shouldn't you KNOW that in order to operate the aircraft safely? In fact you MUST know it to establish a proper approach speed. You know what the signs of a stall are when solo because you checked, but what does it do when you're at gross weight and aft CG? Again, it's your legal obligation to know, in fact by making that logbook entry you have certified that you know.



Let's think about this further. Say one sunny day while flying with a pax you get a bit slow on final, something distracts you, you get slower yet and stall without sufficient altitude to recover. This is entirely plausible because you don't know what your stall speed is and therefore can't compute a proper 1.4 Vso approach speed. You also don't know what the impending signs of a stall are in this configuration, they might be totally different than when you did your solo stalls. You pancake in and you and your pax are both seriously injured or killed. Because you have never flown your plane in this configuration and didn't know how it would behave you have not only violated your Operating Limitations, but you have now exposed yourself to liability because you were NOT in compliance with your federally issued Operating Limitations. Your insurance company learns of this and decides they won't pay. The passenger's family sues you for your negligence and you are in debt for the rest of your life. And all because you made an entry into your logbook that simply was NOT TRUE - "normal operation" would certainly include carrying a pax, which in your AC almost always puts you very near your aft CG and you did not NOT test that as you said you did in your log entry.

Remember, you are the manufacturer of the aircraft and have a legal obligation, not to mention a practical one, just like Cessna, to KNOW (thru testing and actual demonstration) what the operating envelope of your aircraft is. When you get to the Phase I part of your journey please give this some thought. We all know the importance of good judgment in flying, isn't this part of it?

...Randy

April Meeting at

Ralph Hudson's Strojnik S2 Motorglider

Ralph Hudson was host to Chapter 105 for our April meeting. He has been working on a plans-built motorglider project, one that is something of a rare bird in these parts. Plans-built means you start with a set of plans and the raw materials needed for your creation. No pre-formed pre-punched pre-anything.

The aircraft is a Strojnik model S2 single seat motor glider. It is made of composite construction of various materials utilizing wood, aluminum and fiberglass. It is powered by a two cylinder engine and pulled along by a prop that folds up for reduced drag when the engine is not running (which normally would be most of the time).

Ralph picked up his project from it's original owner who had done some work on many small parts. He took over the project in October '03 and has brought it to the level you see here. It will probably fly this summer. For those of us that are used to seeing 5 figures for an airplane project this one is surprising. Ralph expects to be about $7000 into this airplane when it flies. Including engine and prop! That's quite some icing on the cake when you remember that it'll be burning very little gas to boot.

The plane is one of three in Oregon. It was designed in '84 by Alex Strojnik, a physics professor at the University of Arizona. As is the case with most scientists, his engineering needed a little refinement but the aircraft design certainly performed well. Ralph, as a Professional Engineer has been able to make a few refinements along the way.

Strojnik's original motor glider design was model S1. A two seat model dubbed S3 was designed but never built. Model S4 is a short wing racer that went 126 mph on 30 horsepower. He has written several books on aerodynamics.

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Top Left– Inspection of that long wing

Top Center—Host Ralph Hudson

Far Left– Empennage skeleton

Left- 46 horses

Specifications for the STROJNIK S2A Single Place Motor Glider; Designer Alix Stojnik, 1984, Deceased 2001.
Weight - empty and gross 685 pounds empty 980 pounds
Span with and without "wing tips" 15 meter wing(49.2 feet) without wing tips 18 feet; wing area 127 ft sq; aspect ration 19.1; Modified Wortmann.

Engine make & horsepower Zanzottera (Konig) MZ 201, two cylinder 650 cc 46 hp, 48 ft lb torque at 4700 rpm; 68 pounds, dual ignition, electric start, www.zanzotteraengines.com.

Prop: Super Prop, Swedish; aluminum folding propeller

V-speeds: Vne 149 mph, stall 38 mph; Flap ext. 85mph, L/D 34/1, (with fixed prop 28/1);

Load factor +5.3 - 4.5

Top Left– Engine and Folding Propellor

Right and Below– A finished example of the S2 based in Bend, Oregon

Top Right— Getting business done at the Chapter 105 meeting at Ralph Hudson's house

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Balanced Lobbying at the Port of Portland

Bob Duncan, N6TU

The new director of the Port of Portland, Bill Wyatt, is holding an informal community meeting to brief folks on major Port issues and takes questions from the public on May 10th.

Because this meeting is in Hillsboro, I am sure the primary people going will be the activists involved in these anti-HIO groups. I think this would be a good opportunity for the pro-aviation folks to show their support of the Port of Portland and to counter the anti-airport questions Bill Wyatt will get hit with.

It would certainly be nice if some people were prepared to ask positive and informative questions and provide other input that would in support of our airport here in Hillsboro. I am sure he would appreciate the support from the aviation community. Don't let Bill get blind sided by these activists like C.R.A.S.H. (isn't the name indicative of their attitude!!). Show up and show the Port that the aviators of our community support HIO and that these vocal zealots DO NOT represent the community at large!!

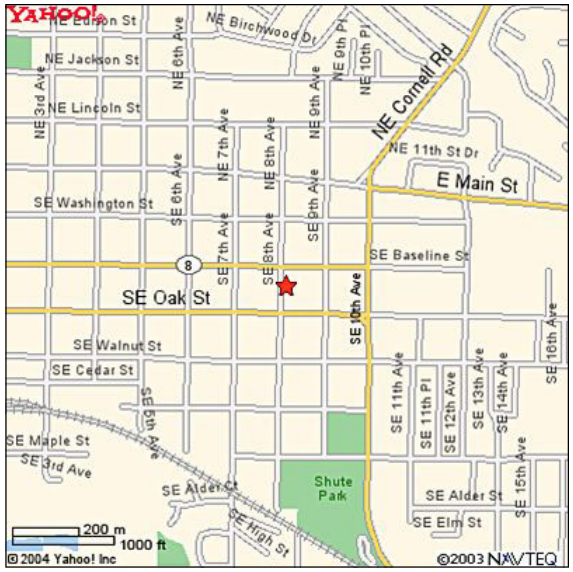
The Next Port of Portland

Meeting Location:

When: 5:30 - 7:00 p.m., Monday, May 10 2004 - Community Forum

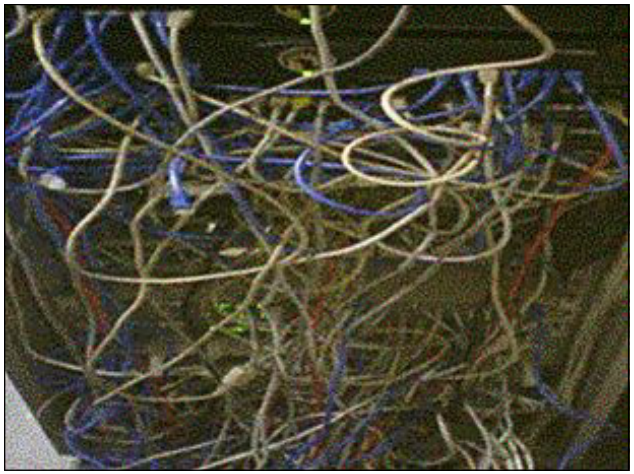
Where: Tuality Health Education Center, Auditorium, 334 SE Eighth Ave, Hillsboro, OR 97123

Subject : Community discussion with Bill Wyatt regarding Port operations.



A Methodology for Planning Your Wiring Process

Amit Dagan



After selecting the wiring schematic of your choice - which can be a very simple one or one with multi alternators and batteries (or anything in between) – you are ready for the next stage: planning the actual implementation of the wiring of your project.

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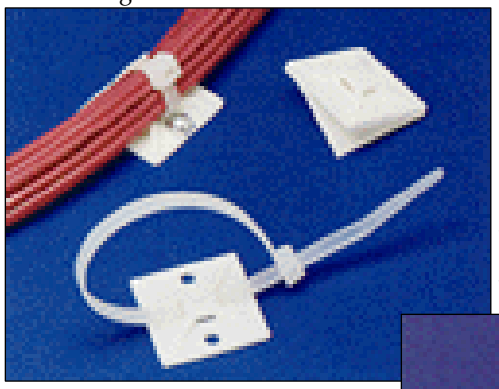
Tigard Festival of Balloons June 18-20, 2004

The Festival of Balloons returns to Cook Park, in Tigard, for 2004. Balloons will launch between 6 and 7 AM (conditions permitting) on Friday, Saturday and Sunday. A Night Glow is planned on Friday and Saturday evenings ($2 admission.) As in past years, a carnival will provide rides for the kids and vendors will hawk their wares. KATU and RE/MAX take over as lead sponsors, following KGW's eight-year run. For more information (directions, volunteering...) see

http://www.tigardballoon.org
http://www.ci.tigard.or.us/community/balloon_fest
http://www.tigardtimes.com/article/2275

To start with, you will have to plan where every component will be attached to the airframe. This includes not only switches, fuses / breakers, electrical instruments (e.g. the encoder, strobe power pack, radios) etc., but also other components that mount in the vicinity of the wires, and might cause constraints in the wire routing, such as flight instruments, vacuum lines, map box, etc.Once you have everything mapped, and it is a good idea to have a drawing that shows this mapping, go ahead and measure some of the routing distances between the electrical components, taking into account any "obstacles" in the route the wires will follow, and "short cuts", which are holes through bulkheads through which the wires can pass (via grommets or the likes).



Take these measurements and write them down. For example: Fuselage side skin to wingtip: 10 ft.; Nav antenna to panel: 25 ft.; Electronic ignition box to switch: …you get it. Measurements need not be exact, but round up rather than down.

Next, with your schematic as a reference, take one circuit at a time, and following it sequentially, describe the road it takes, as in the following example:

Fuse box 4 Landing light switch 4 Landing light fixture 4 local ground.

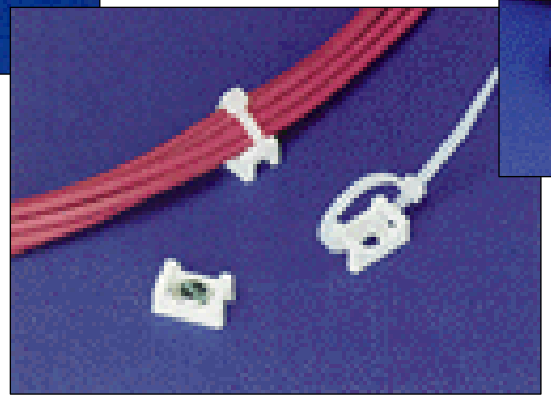
At the end of this line, write down the following data: The AWG# for the wire, the length of the run (this will be easy, now that you have all the separate measurements from the previous step), and finally – the fuse or breaker size, if applicable.

For practical reasons, do all of this in an excel sheet. You will later sort the sheet according to AWG# to determine what lengths you need to order from each size, and sort the sheet according to fuse rating, in order to determine how many fuses of each rating you need to buy.

If you want to be complete, as you "trace" the route of each circuit, you can also note which connectors you will need (butt-splice, ring terminal, female or male fast-on). Add all this information to your spread sheet, and you can make your shopping list even more complete.

A good idea is to add a certain percentage (50?) to every quantity before you order, to allow for mistakes and unforeseeables (I made up that word).

You may find that you already have some of the wires in your schematic, such as the shielded wire for the strobes. That's OK – add them to your spread sheet too, for completion. This will aid you in the actual process of wiring.



Before you send in your order, take a good look at your tools. You will need good crimpers, for the various wires (stranded, coaxial) and connectors (ring terminals, D-sub pins), hardware, fuses, switches, shrink tube, zip ties – all this can go into your order. I recommend you take a look at www.steinair.com - I found this on-line store to have low prices for high quality products. [I am just a satisfied client passing along a builder's tip; I have nothing to gain from this reference. A.D.].

Once you have everything you need, follow your list of circuits, and wire them one at a time. As you work your way down the list, mark everything you already wired. This will be a check list, a builders' log entry, and - as you cross out the lines - a source for immediate satisfaction. If you want to skip a circuit, just make a mark next to it and continue down your list.

That's basically it – along the way you will learn how to crimp connectors, test wires, heat shrink, solder, mark your wires, and more tricks of the trade.

Here's a tip: Don't go routing wires before the airframe part you are going through is permanently riveted. The wire spaghetti behind the instrument panel is going to make riveting very hard. Zip tying everything will help, but plan on doing the wiring after you completed riveting the structure behind the panel.

Here's another tip: plan ahead and put zip tie mounting bases along the wire routes, for example in the tunnel where your elevator push rod runs, to support the wires that run to the tail.

An example of the excel sheet can be found in http://groups.yahoo.com/group/RV7and7A/files/

The name of the file is "wiringbooksample.xls". You may need to be a member of this Yahoo group to see it. It is just an example; you will need to modify it to fit your own wiring needs.

Renaissance Men and the Future

Okay, now I get to have some fun and show off some of my own ambitions. Namely at the next meeting when a few of those well ahead of me will be showing off theirs.

May 13th will be the first Chapter 105 Alternative Engine Show Case. We will have (weather permitting) not talks about what we are dreaming about or what's on the drawing board or what our pile of parts will eventually look like. We will have four airplanes with alternative power plants in them that will show up under their own power. Three will fly in and one is based on the field at Hillsboro.

Okay, so there will be a few parts laying around. Namely rotary engine parts where everyone will be able to get their hands dirty watching how this unusual engine works on the inside.

If you've been hanging around this august body of aviators for very long you know that some of us just can't leave well-enough alone. Not content that the existing genre of aviation power plants have been rumbling along for decades we have visions of taking the next step. In that pursuit we look towards those options that will maintain some semblance of stability in our financial future, namely automotive conversions.

Leading the charge toward the alternative aircraft engines are two engines, one common and one seemingly not. The venerable Subaru, an allegedly aviation inspired boxer motor, and the unusual yet simple Wankel rotary engine, these days more commonly known as a Mazda 13B RX-7 engine.

Some of these are showing up as standardized installations but many are still the labor of individuality. It amazes me the level of cooperation in this community, utilizing the communication available on the Internet, to cooperatively develop and refine some of the future in aviation power. From Australia to Norway spanning skill sets from shade tree mechanic to PhDs, an open source engineering R & D consortium ushering in a new era. Let the paradigm shift begin.

Isn't experimental aviation great!? MGM

Future Meetings

June—Ken Scott/Ken Krueger's Pip-squeak, Deitz Airpark

July—Arlington EAA Fly-in, July 10

August—Kent Byerley's RV-9A

About the meetings

Meetings are the second Thursday of the month, starting at 7:00pm, unless otherwise specified (here and in the newsletter), and are typically at the site of someone's experimental aircraft project or hangar.

The structure of the meetings is pretty loose. The first 40 minutes or so is generally spent socializing, eating chips and dip, and checking out the project. Then we get down to "business", with introductions of new members and guests, milestones, discussions of group issues, open items, and the host project. After that, it's back to BSing late into the evening.

Be sure to bring any tools, parts, etc. that you wish to sell, loan, give away, etc. And while you're there, throw a buck or two into the kitty, to help out the host for costs of purchasing the refreshments.

All are welcome, building or not, group member or not. Spouses too!

Meeting places are always needed. If you would like to host a meeting, you will be expected to provide:

- A location that will hold 30-50 people. In the summertime this can usually include just about any size shop as long as we can overflow outside.
- Refreshments. You can get away with a couple of bags of chips and a few six packs of soda, or go all out and proved a full buffet bar with microbrew beer and smokies on toothpicks. We're all really there mainly to BS about airplanes, so don't feel like you have to go overboard with the food -- but feel free to do so if you want!
- A "kitty" — a jar or bowl for folks to throw a buck or two into. No reason the host shouldn't get some reimbursement for all that food and drink.

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

Meeting Coordinator:

Randall Henderson

503-297-5045
rv6n6r@comcast.net

May 2004 Meeting

Project: **Alternative Engine Installations**
Address: **Hillsboro Airport Northeast Tee hangars**
Date: **Thursday May 13, 2004**
Time: **6:00 pm** ***note early start time***
Phone: **503-534-1219**

Don't miss "Alternative Thursday!" The May meeting, to be held at the Northeast Tee hangars at Hillsboro airport, promises to be a fascinating one. Mike McGee is putting together a showcase of Alternative Engine installations, including the following:

- Andy Plunket's Subaru powered Glassair II TD - Based at HIO
- Perry Mick's Ducted Fan Long Ez with Mazda Rotary - Based at MMV (McMinnville)
- Al Wick's Subaru powered Cozy Mark IV - Based at SPB (Scappoose)
- Ken Welter's Rotary powered Coot amphibian - Based at 1W1 (Camas, WA)

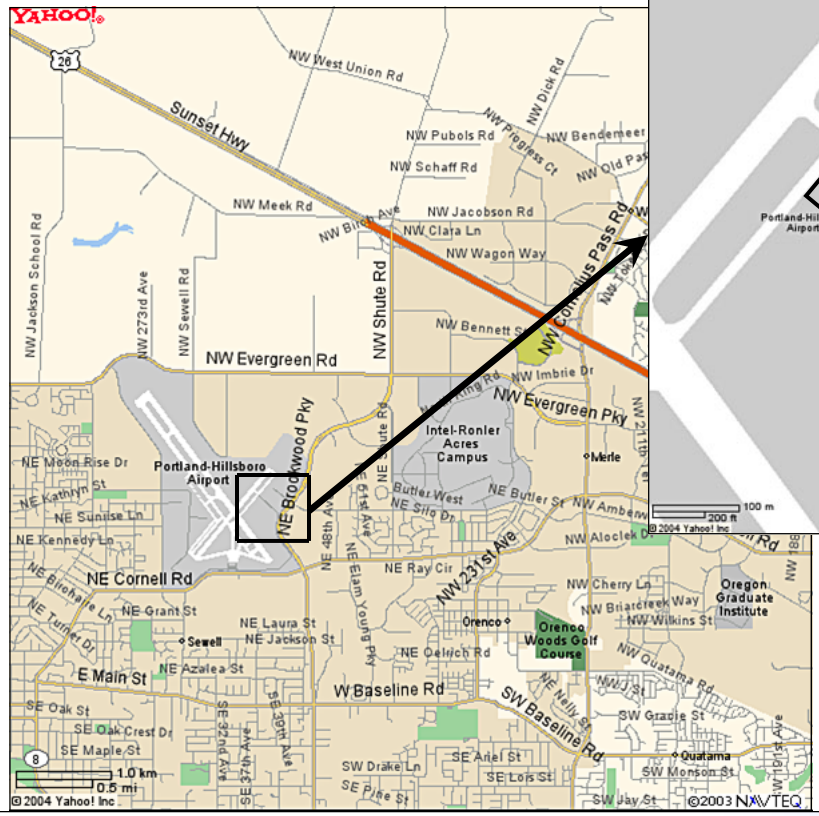
...as well as Mike McGee's RV hangar B24 with rotary engine parts (and one soon to be shelved Lycoming for the die-hard conformists :-) Each of these guys will be giving a talk and Q/A about their installation. We'll have a gas grill on hand to burn-yer-own hot dogs, and chips, soda, 'etc'.

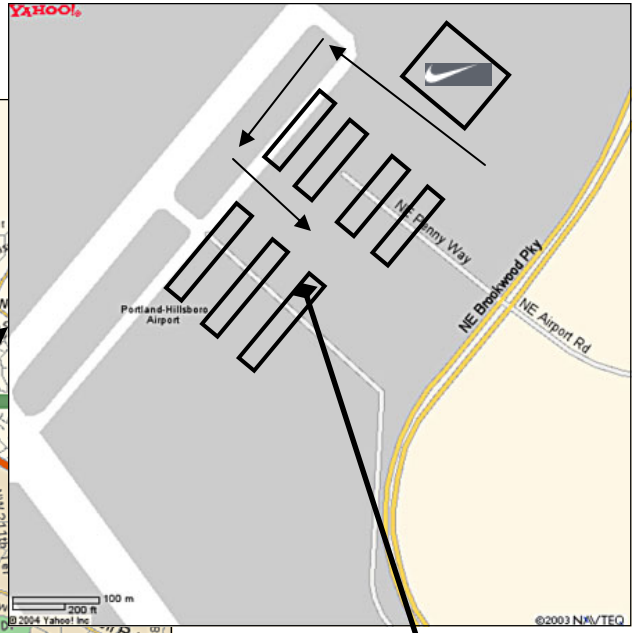
From Portland/Beaverton take Sunset Highway (US 26) west to the Helvetia Road/Shute Road exit. Turn left off the exit (Shute Rd.) Follow the road south as it goes through three stoplights and becomes Brookwood Parkway. As you pass the silver Nike corporate hangar, turn right on Penny Way and drive up to the key code gate for the northeast tee hangars.

From Hillsboro take Cornell road north, turn left on Brookwood Parkway, left again on Penny Way and up to the keypad gate. We'll plan to have someone at the gate to let people in between about 6:00 and 7:00. If there's no one there, just back up until you see where we're gathering and honk your horn.

IMPORTANT: The northeast tee hangar area is an ACTIVE AIRCRAFT MOVEMENT AREA. Drive slowly and *watch out for aircraft*. Park only off the hangar ends or up against the fence; do not block taxiways or hangar doors. If it gets more than 4 cars deep, park off another hangar end. And *don't drive onto the taxiway!*

Flying Hillsboro's identifier is KHIO. Once you land, tell the tower controller you're going to the northeast tees, and they can direct you if you're not familiar with the airport. You'll see us gathering just in front of the hangars, follow the flagger to parking. **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-eaalist** email list





Northeast Tees

Hanger B-24

Don't block taxiways !

Respect the farmer's crops !

Window of Vulnerability

Randy Lervold

It was January 31st, 2004, with local weather typical for this area: low clouds and off/on drizzle. Normally I wouldn't have been out flying, but I had decided to sell my RV-8 and had a buyer in town all the way from Florida with a check in his briefcase. Peter, who turned out to be a really good guy, and I had spent the morning flying around showing him the plane.

After stops at Lenhardt to talk with Scott McDaniels, Woodland for an early lunch, and Scappoose for a few circuits in the pattern with him on the stick as much as possible, we headed back to Pearson to consummate the transaction. He loved the plane and had decided to buy it.

I monitored the ASOS for Pearson as we proceeded inbound which indicated 10 knots of wind at 170. A quick bit of mental math told me that 170 was *exactly* 90 degrees to the runway. Upon rolling out on final for runway 8 I could tell the wind was stronger than that and was gusting. Ok, mental checklist for crosswind landing: "right wingtip down into the wind, carry a bit of extra airspeed to compensate for possible wind shear, be ready on the stick and rudder for gusts from the right, and be prepared to go around if it gets too squirrelly".

I made the approach at 85 mph, +5 mph from my normal two-up speed to allow for gusts/shear and proceeded in. I was fighting the gusts all the way down and with the extra speed, and even though we were still on centerline, I just wasn't comfortable with the way it was settling, or not settling, down on the runway, so I gassed it and went around. On the next approach I went back down to 80 mph, my normal two-up speed, hoping to avoid the prolonged float, and thus the amount of time spent exposed to the side gusts, and made a solid approach. I held variable right stick and left rudder down through the flare and got it on the ground solidly and dead straight. "Yea, that's the way to do it" I said to myself.

RV-8 N558RL at rest after encountering a gusting cross wind at the wrong time.

Still holding full right stick and a bit of left rudder as we rolled out straight down the runway, I thought I had it nailed. Then, as I was thinking about which taxiway to exit on, and at approximately 30 mph groundspeed (later corroborated by my backseater, a 2,000 hour jet-rated pilot and sailboat racer) a gust hit from the right and the tail started moving left. I kept increasing left rudder to no avail. The gust was so strong, acting on that large RV-8 tail, that it skidded the tailwheel sideways on the wet pavement in spite of my rudder input. We had so little forward speed that the air from the side simply overwhelmed any rudder input and weathervaned the plane around to the right. All of a sudden we were sliding sideways. By the time I thought about jabbing the throttle for some additional rudder authority we were almost 90 degrees and sliding sideways. I was thinking to myself "sh**, this will damage my wheelpants and I'm gonna have to replace 'em before I can sell it". Then the left (lead) wheel shuddered, hopped, and the edge of the rim dug into the pavement. This pogoed the plane up a bit as it passed under us and the left side of the plane collapsed down on the rear corner of the left wing just as we moved off the pavement onto the grass.

As I watched the wing go down I could see the top skin wrinkle and thought "ok, that wing won't be flying any more". It was a strange experience, not tense or scary in any way. I was aware of exactly what was happening every nanosecond and could feel everything. Still, I just couldn't believe it. It was so slow and benign feeling that I couldn't believe the gear collapsed. We were jostled around less than what you would feel in light turbulence while flying. After sliding to a stop I just started shutting the ship down normally in checklist sequence. There was no tension or urgency at all. I smelled no fuel but my backseater said "hey, we better get outa here. I pulled the

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canopy back and let him exit while I finished my shut down and closed the fuel valve even though there was no fuel smell. I exited calmly, if even a bit more slowly than normal, and said to Peter "now EXACTLY what just happened?".

Well, you know what happened, but I wanted *his* analysis of the situation to immediately learn what I had done wrong. He agreed that I had flown a beautiful approach, flare, and landing, but we simply got hit with a large gust at precisely the wrong time, during a "window of vulnerability" if you will. Could some combination of rudder, brake, and throttle have saved it if I was a better pilot? I truly don't know. Here are the FAA weather metars listed in the above referenced report... WEATHER: VUOA505 2153Z 17010G17KT 10SM -RA OVC030 7/3 A2993. I landed runway 08, so the "17010G17KT" confirmed the wind direction at exactly 90 degrees with the wind at 10 gusting to 17. Hmm, could a 17 knot gust do that? Felt like more than that to me and my pax both.

The left wing had significant wrinkling in it while the plane was laying on it, presumably from dropping on the runway after the gear folded under. After we propped it up some of the wrinkling went away, but I knew there was no way it should be flown again. The wing tip and aileron were crunched, the left landing gear completely ripped off by the failure of the close tolerance mounting bolts in tension, quite a sight. Unbelievably, nothing FWF touched the ground. I'm sure my new Whirl Wind prop would have been a bunch of carbon fiber splinters otherwise. We managed to get the plane onto a crude trailer and back into my hangar without damaging it further and prop the left side up on wing jacks (glad I had those!). Believe me, getting it off the runway to someplace safe was far more stressful than the incident itself.

Just as we're getting it into the hangar my cell phone starts ringing and I make the mistake of answering it... it's the FAA wanting to know what happened. Great. So I proceeded to give them all the info. They asked me to put all this in a statement and fax it to them, "Monday will be fine". At this point we had it back home and stabilized in the hangar and I just wanted to get away from the whole thing and think about it.

The prospective buyer, Peter, and my wife and I went out to dinner than night but I just felt awful and wanted to crawl up in fetal position in the corner — two glasses of wine at dinner didn't help. Sunday wasn't much better but I forced myself to do the FAA statement anyway.

Monday I spoke with both the insurance agent and adjuster. As the week unfolded and I began the process of dealing with everything I felt a bit better, but it still leaves a very sick feeling in the pit of your stomach. It was two weeks before I could kid about it.

I did have full coverage insurance through the NationAir program with $80k hull coverage. My thinking at the time was that that was about my hard cost into the plane, not including any labor, and the premium increase to take it up to $100k was considerable. And of course "I'll never get in a wreck anyway". Yea right. The limit didn't matter in this case anyway because there's no way it was totaled. Overall, damage was confined to the left wing, the left gear leg, and some buckling in the left front fuselage area cause by all the stress to the gear leg box. Due to the way the gear leg attach bolts failed we were able to use hardware store bolts to simply bolt the original, albeit slightly bent, gear leg back on in order to handle and move the plane.

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Left– 558RL Back in the hanger

Below— The author and his daughter Cassie in 2002 with his ASW-24E self powered sailplane.

As the events unfolded it worked out surprisingly well. Turns out that one of the guys interested in buying it initially was still interested in buying it as it was. Between the insurance company settlement and what I got from the sale I came out ok — not as good as I would have by selling it originally but under the circumstances I feel like one lucky guy. I must say that dealing with the insurance company was a very satisfactory experience. I was prepared when I met the adjuster with an itemized list of what I thought it would take to repair the plane, both parts and labor. He spent about an hour looking things over and reviewing my estimate. In the end he found it agreeable and I had a check a week later. I have no idea if the other aviation insurance companies handle things this way, but you can bet they will get my business again next time.

So, let's analyze this, what did I do wrong? After going over it in my mind at *least* a thousand times, I believe I have the answer. RV-8's have a bit of a problem with the rudder pedal geometry. Due to the location of the pedal pivot you get a small bit of brake applied whenever you push the rudder pedal with your feet in the normal rudder pedal position. This is well known among -8 builders and the idea of an extension to the bottom of the pedal that allows the ball of your foot to apply pressure below the pivot and thus not activate the master cylinder was crafted by a creative builder. Of course I had installed these (can be seen at http://www.rv-8.com/IdeasProducts.htm) and had been flying with them for probably 250 hours. Here's my mistake: my mental crosswind landing checklist should have included "put your feet up on the rudder pedals so you can get at the brakes quicker". Although I've managed to get my feet slid up into the braking position during runway weaves in the past, this incident happened so fast I just didn't have time.

My own take away from this experience is that there are two things I could have, or should have, done differently. #1, choose another airport when there are strong direct crosswinds, and #2, make relocating your feet, or ensuring you have ready brake access, part of your crosswind landing preparation. Could I have saved it if I had had access to a stab of left brake and the right time? Maybe, but we will never know. But I most certainly would have avoided it by landing at another airport. Unfortunately that's probably what I should have done.

Guys, be careful out there!!

Randy Lervold

RV-8 N558RL, 367 hours and not flying any more for awhile.

Denny Jackson Takes Flight

[Denny Jackson sends word of his first flight — congratulations!]

N184DJ took to the air today and here's the proof.

All went very smoothly, O/P a bit high, F/P a tad low, and the inevitable heavy wing, but temps were well within the green and it handles very nicely. Stalls (if you can call them that) power off at about 50 knots indicated are a non-event, no bad habits that I could find. I did have a terrible buzz from the canopy skirt at around 150 or so, but I think a little weather stripping should cure that.

Now it's a matter of getting the numbers, expanding the envelope, flying the time off, and getting comfortable with the constant speed prop and new instruments. Watch for the Silver Streak!

DJ

Buy / Sell / Trade

Ads are free but are subject to editing. Aviation related ads are given priority. We reserve the right to refuse any ad. Submit to the Editor, Benton Holzwarth (benton@siletzbay.com) or call 503-684-2008. Please let us know when your item sells. Ads will run for four issues, and may be renewed by contacting the editor. Last issue indicated by [mm/yy].

Classifieds

RV-6 Subkits for Sale by Chapter 105 — The RV-6 empennage and wing kits are included. The empennage is mostly done, just the rudder and the skins on the vertical stab and elevators remaining. The newer .025 skins are included for these. The wing kit is still in the box and includes the one piece, pre-punched wing skins. $3500 takes it all! Contact Rion for viewing -- 503-646-8763 (eve), 503-670-1144 (day), 503-720-9394 (cell)

RV-6/8 Aids -- Prepunched Empennage video tapes by George and Becki Orndorff, two parts. (Also appropriate for RV-7, I assume.) -- $25; RV-8 fuselage "rotisserie". Bolt to fuse at engine mount holes, allows fuselage to rotate 360 degrees for easy access to all areas -- $70. Len Kauffman 503-885-1920 or lakauf@earthlink.net [08/04]

Accessories for Sale — ES Alternator 60A Kit (per Vans catalog) $175.00, GAS-5 Gascolator $50.00 -- Call Dave 503-245-8980 or davelcarlson@msn.com [08/04]

RV-9 Emp and Wing Kits for Sale — Empennage completed, wing kit is 90% complete. All that is left to do on wing kit is to finish right flap and put bottom skins on right wing. Electric trim servo, dual landing lights. All components have been primed prior to assembly. I have had 3 tech inspections throughout the build with excellent report. Located 8 miles from Van's in Tualatin OR. $7,500 n.lyon1@verizon.net 503-692-0930 [08/04]

VACATION RENTAL FOR PILOTS — San Juan Island, WA, Roche Harbor Skyways, sleeps 6, tiedown in front, loaner car available. For photos & details see our website http://www.lobsterfarm.biz. Call Tony & Linda of EAA 393 at 925-674-1001 or email us at roche2727@yahoo.com [08/04]

Want to Buy Bowers Fly-Baby Project — prefer wings and tail complete, but will consider project at any stage. Contact Tom Sampson - thomas.e.sampson@comcast.net or 503-590-6575 (day) 503-590-2828 (eve) [07/04]

RV-4 Tools For Sale — 3X rivet gun with air control valve, 12 rivet sets, and two holders - $150; Tube flaring tool - $40; Tube bender - $20; Edge nibbler - $10; EE model 50 Magneto synchronizer - $10; 9/16" Cylinder wrench for C-85, etc. - $10; Harbor Freight 1-ton shop (engine) hoist - $100; Grimes white strobe light (unused) - $20; Stick Force Gauge - $15; Shoebox full of misc a/c hardware inc. 5 rod ends, 2 bellcrank bearings, light bulbs, instrument screws, 80+ nutplates, 40+ snap-in grommets, O-320 metal exhaust gaskets, lots of AN rivets and screws (packaged) - $35; Essex fuel primer (new, unused) - $40 — Mike Bender 503-313-9640 (Ptld) [07/04]

72 Acre Hazelnut Farm for Sale—North of Forest Grove in the foothills of the Coast Range with 3 bedroom farmhouse and 1300 foot grass strip. Call Jim Woodard at 503-357-2951 [06/04]

Open for Business

Top Flight Interiors — Fine Aircraft upholstery, impeccable quality, custom interiors, leather specialist, imported textiles. Jesse Cary at Twin Oaks or 503-475-1036.

Web Sites, Applications & Desktop Publishing — Oregon Media, Phil Spingola phillip@OregonMedia.com or 503-201-4896

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

Bill Esther Engraving — Call or write to see how Bill can help with your custom engraving needs. See sample work at http://www.rvproject.com/esther_engraving. Contact Bill at bill.e.esther@tek.com or 503-627-5127

AEROFRAME Gallery - Aviation Merchandise and Custom Picture Framing — Located at the intersection of I-205 and 99E (McLoughlin Blvd.) in the Oregon City Shopping Center, AEROFRAME Gallery offers a huge selection of collectible airplane models, aviation art, and aviation related items for all ages. Non aviation art is also available. Visit the gallery and/or the website to view the gallery, its items, and the custom frame selections. 503-557-1333 www.aeroframegallery.com

AEROFRAME Gallery
Pilot's choice for aviation art, gifts, collectibles, and custom framing.

Board Meeting Highlights

Your Chapter 105 Board

15 Apr 2004 - 7:00 PM — Rion Bourgeois, Randall Henderson, Brent Anderson, Mike Robertson, Joe Miller, Jenny Hickman, Ralph Schildknecht, Jim Pace, Harvey Cheney and Benton Holzwarth attending.

- The March meeting minutes were accepted with the amendment of Mike Robertson's attendance.

- Upcoming meetings via Randall Henderson—May, Mike McGee's HIO hangar for Rotary and other alternative engines; June, Ken Scott and Ken Krueger's 'Pipsqueak' at Dietz Airpark, Canby; July—Arlington meet-up; Aug—Kent Byerley's RV-9 project at Aurora; Sept—Randy Griffin's RV project; Oct—open, possibly a look at a Glasair project; Nov—Dan Benua's RV-10 project.

- Organizing for the June 19 Scappoose RV fly-in continues apace.

- Planning for the June 26 Poker Run also continues. The tee-shirts are being designed.

- Chapter Photo Calendars—No progress, other than the realization that paper calendars are not practical, but that distribution via CD might be workable.

- Sign-ups for helping with the visit of the EAA's B-17 'Aluminum Overcast' June 17-21 are open. Chapter 105 and 902 are co-hosting. Shifts are 5 hours long. The principal organizers are granted a ride to the next stop (Idaho, this time). Rion, having had a ride in a previous visit, is putting his slot up for raffle among the volunteers. SIGN UP NOW! Paul Tidball 503-753-7000 is coordinating volunteers.

- The Russians are coming! BrentA presented a slide show and details of the upcoming visit of the Russian delegation for the upcoming 100th anniversary of the birth of Valery P Chkalov, who lead the first team to make a trans-polar flight, from Moscow landing at Pearson field, Vancouver, WA. Brent is working with the Valery P Chkalov Cultural Exchange Committee to organize events for the visiting Russian delegation, made up of dignitaries, various groups (a hockey team and dance troop) and Chkalov family members. They're also expected to bring an Il-78 tanker and two MiG-30 fighters. Brent has hooked up with Rennie Price of IAC-77 (Aurora, OR) who has lept into the breach, contacting McMinnville about hosting an airshow there. (Both the city and airport manager are reportedly enthusiastic, but time is very short for the production!) The Air Force segment is also lined up for visits to the RV fly-in at SPB, and to Van's Aircraft. A second, smaller group will arrive in July and fly cross-country to visit the annual Oshkosh extravaganza.

- Hangar construction remains open. No decisions are yet made.

- Young Eagles: Harvey has lined up a group for a Saturday already pasesd by the time this newsletter goes out, and two more groups of ~ 15 to come. Randall and Harvey received their YE awards.

- Mike Robertson has made the agreed exchange of the RV-6 kit components for the RV-8 kits the chapter has been trying to sell. A new price has been agreed, with the hope that someone local will take advantage. Otherwise, the chapter will try to sell on Barnstormers or eBay. The kits will run at $3500 for two issues of the 105 NL, then go to the other outlets.

(Continued on page 19)

"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
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Breakfast Crew Chief	Jim Pace	
Hangar Mgr	Ralph Schildknecht	
Librarian & Quartermaster	Jim Mitchell	503-644-5258
Public Relations Mgr	Ed Mason	503-288-9275
Director & YE Coord	Harvey Cheney	
Director & Bogardus Trust Liason	Dick VanGrunsven	

2004 Aviation Calendar

Brent Anderson

Apr 29-May 1	Ephrata, Wa IAC Ch 67 Aerobatic Camp #2
Apr 30-May 2	El Cajon, Ca Wings Over Gillespie Salute to Distinguished Flying Cross Society 619-520-5501
May 1	Corning, Ca EAA Ch 1148 BBQ 530-529-1611
May 13-15	Hayward, Ca Proficiency Air Race Hayward-Laughlin/Bullhead, Az 925-784-7128
May 14	Concrete, WA Old Fashioned Fly-in acrobuyer@hotmail.com
May 14-15	Apple Valley, Ca IAC Ch 49 30th Annual Gold Cup Aerobatic Contest 949-673-5918
May 14-15	Scottsdale, Az (SDL) Pilot's Review of Proficiency Safety Seminar
May 14-15	New Braunfels, Tx (KBAZ) EAA SW Regional Fly-in 830-997-8802
May 14-16	Paso Robles, Ca EAA UL Ch 93 Fly-in 805-438-3655
May 15-16	Chino, Ca Planes of Fame Airshow 909-597-3722
May 15-16	Silver Springs, Nv Lyon Co Airfest 775-575-4459
May 18-20	Las Vegas, Nv Aviation Services & Suppliers Supershow 800-827-8009
May 21-22	**Ephrata, Wa IAC Ch 67 2004 Apple Cup Aerobatic Contest 360-652-8105**
May 21-23	Columbia, Ca Gathering of Luscombes 559-888-2745
May 22	Tucson, Az Arizona Pancakes; Ryan Airfield 520-977-5847
May 28-30	Watsonville, Ca 40th Watsonville Fly-in & Airshow 831-722-4946
May 29-30	Llano, Ca Brian Ranch Airport World's Smallest Airshow 661-261-3216
May 29-30	Mountain View, Ca Moffet Field Air Expo 805-684-0155
Jun 4-5	Merced, Ca West Coast Antique Fly-in 209-383-4632
Jun 4-6	Columbia, Ca Bellanca Champion Club West Coast Fly-in 518-731-6800
Jun 5	Hemet, Ca Hemet Ryan Airshow
Jun 12	Langley, BC (CYNJ) Langley RV Fly-in www.vansairforce.org/CYNJ/
Jun 12-13	Cour d'Alene Id, Thunder over the Prairie Airshow 208-762-7422
Jun 12-13	Fallon, Nv NAS Fallon Open House & Airshow 775-426-2411
Jun 18-20	**Hillsboro, Or (HIO) EAA B-17 Aluminum Overcast hosted by EAA Ch 105 rion@att.net**
Jun 18-20	**Vancouver, Wa Pearson- 100th Birthday Celebration for Valery Chkalov; pilot of 1937 non-stop flight from Moscow, Russia to Vancouver, Wa Pearson in an ANT-25 www.chkalov.org**
Jun 18-20	Olympia, Wa Gathering of Warbirds 360-705-3925
Jun 18-20	Marysville, Ca (MYV) EAA Golden West Regional Fly-in 530-741-6248
Jun 19	**Scappoose, OR (SPB) Van's Homewing Fly-in**
Jun 19-20	Fairfield, Ca Travis AFB Open House & Airshow 707-424-2245
Jun 26	**Twin Oaks, Oregon (7S3) EAA Ch 105 3rd Annual Poker Run**
Jun 26	Grants Pass, Or Airport Day, Open House & Fly-in 541-479-4221
Jun 26-27	Bellingham, Wa (BLI) Bellingham Fly-in & Airfest 360-671-5674
Jun 26-27	Rocky Mountain EAA Regional Fly-in 303-452-9757
Jul 3-4	Independence, Or (7S5) OPA Pancake Breakfast
Jul 4	Tacoma, Wa Freedom Fair Airshow 253-756-9808
Jul 4	Vancouver, Wa (VUO) Pearson Air Museum Fly-in 360-694-7026
Jul 7-11	**Arlington, Wa (AWO) EAA NW Regional Fly-in 360-435-5857**
Jul 17	La Grande, Or Union Co. Fly-in Breakfast; FAA Seminar; full day of events 541-963-2070
Jul 17-18	Prospect, Or Annual Prospect Fly-in BBQ Dinner Sat; Breakfast Sun 541-582-0139
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 3-6	Delano, Ca IAC Ch 26 Aerobatic Contest rocket_93021@yahoo.com
Sep 4-5	**Aurora, Or (UAO) Van's Homecoming**
Sep 10-11	**Pendleton, Or IAC Ch 77 Beaver State Regional Aerobatic Contest 360-735-9441**
Sep 16-19	Reno, Nv Reno Air Races 775-972-6663
Oct 7-10	Phoenix, Az, Phoenix Regional (A39) EAA Copperstate Fly-in 520-400-8887
Oct 15-16	Borrego Springs, Ca IAC Ch 36 Borrego Akrofest 949-673-5918
Oct 15-17	Las Cruces, NM Land of Enchantment RV Fly-in

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- Chapter sign—Benton will look for volunteers to help with renewing the chapter sign on the side of the hangar. It's showing signs of the sun and weather.

- The 'Friends of Aviation' (Bob Duncan) reports that three small anti-HIO groups claim to be aligning. Randall has agreed to draft a letter to the Hillsboro City Council stating our support of the airport and its businesses.

Editor's Notes

Benton Holzwarth

Another interesting month is behind us. Another interesting project visit, another outstanding pancake breakfast on a splendid April morning. The flying season is off to a great start — hope you're as pumped for it as I.

This month I'm reminded that producing our chapter newsletter is a joint effort. When folks look around for 'the editor' I usually raise my hand, but because of work needs I'm depending on co-editor Mike McGee to carry out the finishing details on this issue. Likewise, we count on Rion to provide a column every month, and Brent manages the lists that become the calendar and breakfast volunteer tables. Randy Lervold and Mike Robertson are regular contributors, and Randy and Randy Griffin assist with producing the paper edition of the newsletter for the folks not yet 'wired.' (After knocking down the list of paper-subscribers $ignificantly!)

It's a combined effort every month, like all the other operations required to keep the club moving forward. I appreciate the help of everyone that contributes and enjoin you to consider what you can contribute to the group, today.

EAA Flight Advisor

TECHNICAL COUNSELOR EAA

EAA Flight Advisors

Dave Lewis, Sr. 503-690-8237

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

EAA Tech Counselors

Dan Benua 503-621-3323 danb@synopsys.com

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

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

Ralph Hudson 503-292-3913, rah@meic.com

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Dave Lewis, Sr. 503-690-8237

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

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Mike Robertson 503-681-5537 mrobert569@hotmail.com FAA A&P w/IA, RV-8A builder, Hillsboro-Ptld

Don Wentz 503-543-2298 jwentz@centurytel.net

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

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

CHAPTER 105 EAA PORTLAND OR

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 $ _____
New members will receive E-Delivery if at all possible

Name: _____
Address: _____
_____
City/St/Zip: _____
Home Ph: _____
Work Ph: _____
e-addr: _____
Spouse's Name: _____

National EAA #: _____
Own / Fly: _____
Project (Let us know what you're working on): _____
_____
Completed: Yes / No / 90% done 'n 90% to go: _____
Pilot Ratings: _____
Additional (help for other builders?): _____
_____

Breakfast Volunteers

Saturday, June 5th, 2004

7AM	9AM
Laird Smith	Ron Singh
Terry Smith	Doug Stenger
Phil Spingola	Chris Stone
Jerry Springer	Al Strickfaden
Gary Standley	Bruce Swayze
Bob Stark	Michael Terrell
Roy Thoma	Jake Thiessen
Robert Toppel	Larry Tomkins

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

Chapter Calendar

May 1	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
May 13	EAA 105 Chapter Meeting 503-646-8763
Jun 5	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Jun 10	EAA 105 Chapter Meeting 503-646-8763
Jun 19	Scappoose (SPB) EAA 105 Van's Homewing Fly-in
Jun 26	HIO Twin Oaks (7S3) EAA 105 3rd Annual Poker Run

Meeting is on **second** Thursday — and note the **early start time**.

Next Meeting — VAF - Home Wing EAA Chapter 105

Alternative Engines!

Thurs May 13, 2004 - 6:00 PM
HIO Hangar B-24 (NE Tees)
See map - page 11

HOME WING

The Leader In Recreational Aviation

EAA™

CHAPTER 105 PORTLAND OR

To:

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