

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,

122.75

J. Rion Bourgeois, Chapter President

Chapter 105 at the OIAS

The chapter pulled off a double at the Oregon International Airshow, Hillsboro, this year: a great static display and a fly-by during the show.

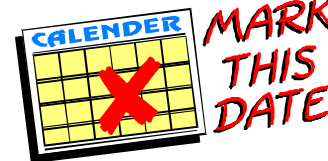


Static display. Friday and Saturday, we were provided loads of room on the grass adjacent to Charlie taxiway for static displays, and then on Sunday we were moved to show center on the Aero Air ramp. I had been concerned about security for the aircraft. My concerns proved unfounded. While it is true that people will touch your airplane if given access (as if they were at a dealers' carshow), they will honor yellow tape and stanchions, which were provided by the airshow organizing committee. Some static displayers (Diamond Aircraft and Sherpa) actually wanted the crowd to have access to their airplanes, since they were sales prototypes. Those that didn't, like myself, put tape around their AC and there were no problems. While 4RB did not fly in the show, on Sunday she was set out in the middle of the main pedestrian route at show center adjacent to the Evergreen Museum's Ford Tri-motor, and several people reported that they saw us on the news Sunday night taxiing out for takeoff. It's getting hard to be humble again. The tower didn't hold the Blue Angels for me this year: guess they didn't recognize me in my new aircraft.

Thanks be to the following static display volunteers who put up yellow tape and stanchions, handed out literature, signed up Young Eagles, answered questions, and watched out for the aircraft: Randy Abros, Gary Graham, Ann Chalmers (WVSC), Joe Miller, Char Miller, Mike Robertson, Woody Hall, Greg Halvorson, Wayne Mann (WVSC), Elliott Bourgeois, Tom Louris, AJ Louris, Dunstan Fandel, Randy Lervold, Donna Lervold, Cassie Lervold, Bob Brock (WVSC), Bill Jackson (WVSC), and Ralph Schildknecht. Pilots who flew or taxied in to display and filled out the form (I may have missed a few), included Gary Graham, RV-4; John Halle, Lancair Legacy; Will Morgan, Varieze; Mike Robertson, RV-9A;

Next meetings

- Sept 9: Randy Griffin's RV-8; Vancouver — pg 11
- Sept 16: Board Meeting; location TBD, call or write Rion



Newsletter Deadline — Sept 18

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



Rumor Central —

Anonymous sources report contacts at ECI and/or Superior are leaking information that they're planning to release IO-540-size clone engines in the next year or so. Hot news for RV-10 builders and many others. Choice is good.

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Ben Masengil, Zenith 701 STOL; Tom Weiss, Cessna 170; Bob Duncan and Bill Granewich, DG Motor Glider; Tom Charest, Diamond Star DA 40; Mark McGrath, Diamond Star DA 40; Ralph Hudson, Glassair Super II; Bert Zimmerly, Bucker Jungmann; Mike Ahern, DC-3; Jeff Dow, Beechcraft Staggerwing; Ken Krueger, RV-7A; Dale Wilson, RR-KR2; Ed Stepel, SA-300; Tom Smith, Long-EZ; Mel Hill and Steve Taylor, Lancair IVP; Bob Neuner, RV-6; Fred Van Abkoude, Fly Baby (call sign Little Red Airplane); Joe Beyer, KR-2; Gary Dunfee, RV-6A; and Glen Gordon, Sherpa (two models). I apologize if I left anyone out. I hope the pilots enjoyed the little hand tool or chocks provided by the airshow committee. It was really hot on Saturday, and the chapter also acted as an aid station providing shade, a seat, and cold water for heat struck pedestrians making the long walk from show center at Aero Air to the pedestrian gates adjacent to the terminal.

Fly-By. John Halle put together a experimental fly-by demonstration, called X-flight. I got to go up on the announcer's platform and help the announcer identify the

aircraft and the pilots as they flew by. John flew lead in his Lancair Legacy, followed by Allen Duberstein (RV-6A), Don Wentz (RV-6), Randall Henderson (RV-6), Mike Wilson (RV-4), and Brent Anderson (RV-4). Everybody but Don flew both Saturday and Sunday. On Saturday, they taxied back to the Civilian Hot Pits in front of the terminal, and enjoyed the air conditioning in the airshow performers hospitality suite. On Sunday, they taxied onto the Aero Air ramp at show center to display their aircraft up close and personal and sign autographs. They also got to eat lunch in the President Club tent along with the other performers. Brent Anderson reports that some fan told him that he enjoyed X-flight more than the Blue Angels! Talk about hard to be humble!

The crowds were really large this year, probably because the Blue Angels were on the roster and put on their usual awesome show. The show should be well into the black this year, providing some needed funds to Hillsboro schools. Personally, I find that the new version of the OIAS is preferable to the old: no more plane-eating-dinosaur-emulating robots or jet engined dragsters. The only non-aviation oriented act this year was the awesome fireworks display on Friday night, and even it was lead into by a fireworks laden hang glider. (Is that guy nuts or what: lotta sparks and fabric wings!) Committee members like Doug Hormann and Lee Faulk have been seeking out members of the local warbird and experimental aircraft community to participate in the show, making it more grassroots aviation friendly and oriented. The airshow committee even hired a



Rion's RV-4, Joe & Char Miller's RV-9 (opposite.) Photos: Dunstan Fandel.

professional photographer to photograph John Halle's Lancair Legacy, Joe and Char Miller's RV-9A, and Randall Henderson's RV-6 with a local Mig 19 for promotional purposes. Some of you may have seen one of his pictures of Joe Miller and Mike Robertson's in the Hillsboro Argus with the RV-9A they built. Planning the static display sites was made more difficult this year because of the re-orientation and management of the sterile corridor required by the Blue Angels, but it worked out well in the end. I hope that the chapter's participation in planning and implementation of this show will grow in the future. It provides us with a great opportunity to inform the public what experimental aircraft and homebuilders are capable of, and also gives us the opportunity to show off our projects and FLY IN THE SHOW! Lila Ashbrenner and Judy Willey personally thanked Mike Robertson and me for the great show put on by John and the other pilots and by the volunteers, both for the fly-by and the static display. It is nice to be appreciated. Let's do it again next year!



IAC-67 EVENT NOTICE!!

Earn Your IAC Smooth Patches!

EVENT: IAC Chapter 67 Smooth Patch Day

WHEN: September 11, 2004

WHERE: KEPH, Ephrata, WA

WHO: Any IAC member pilot who's interested in earning some very attractive International Aerobatic Club (IAC) Achievement Award patches (aka "Smooth" patches) and certificates denoting aerobatic proficiency in a non-competition environment. Pilots who are not current IAC members may ALSO participate in this event simply by joining our club on the day of the event.

Flying participants earn "Smooth" patches by flying a designated set of aerobatic maneuvers which are graded by an IAC judge. Each maneuver must receive a score of at least 5 out of a maximum of 10 points. A maneuver may be repeated as many times as desired until the required score and degree of proficiency is achieved.

You do not have to compete in order to participate. This is NOT a contest. Sporting aerobatic pilots can fly in the EPH aerobatic box in a non-competitive environment, soak up valuable aerobatic tips from experienced competitors and judges, have fun and earn some cool International Aerobatic Club (IAC) Achievement Award patches.

ALSO, we would like to invite non-pilots who are interested in learning more about aerobatics & aerobatic judging to participate by joining us on the judges line. This is a thrilling place to be during the flights and you'll learn quite a bit about aerobatics.

Come to Ephrata in September, get your SMOOTH patches, and have BLAST!



REQUIRED MANEUVERS:

BASIC: 1-turn spin, loop, slow roll, 270 degree turn.

SPORTSMAN: 1-turn spin, loop, hammerhead, immelmann, half Cuban, reverse half Cuban, slow roll.

INTERMEDIATE: 1-1/4-turn spin, hammerhead with 1/4 roll up and down, half Cuban, roll on 45 degree up-line, snap on 45 degree downline, immelmann, 4-point roll, reverse shark tooth, inside square loop.

ADVANCED: Inverted 1-turn spin, avalanche, half Cuban with 2-of-4 roll down, 3/4 snap on vertical downline, outside loop, snap on 45 degree upline, 90 deg rolling turn with 1 roll to the outside, opposite half rolls, Cuban 8 inside/outside, 360deg rolling turn with 4 rolls to the inside, humpty bump with 1/2 roll up, 8-point roll.

UNLIMITED: Inverted spin with inverted exit, 4-of-8-point roll from inverted, 3/4 roll on vertical up line, 8 sided loop, outside loop, snap on vertical up, outside snap on 45 up, hammerhead with inverted entry with 1/2



roll up, tailside wheels down, Cuban 8 double outside, 360 roller with 4 rolls inside outside, roll, 1/2 loop up with 3-of-2-point roll at the top.

FEES:

\$4 for each patch awarded

™ Non-members:

\$25 for annual IAC Chapter 67 membership, or

\$55 for annual IAC and EAA basic membership.

All fees may be paid on the day of the event.

MORE INFORMATION?

The IAC website has more info on these patches, including STARS patches (which must be earned in a competition environment). This information may be found at <http://www.iac.org/programs/achievement.html>

We'll also post additional IAC67 Smooth Patch Day information as it becomes available at www.iac67.org Check back often.

Ann Marie Smith
Reliable Parts Inc
206-575-8827



Pangborn Memorial Airport's Aviation Day & Fly-In

Sat Oct 2 10:00—4:00
Sun Oct 3 10:00—2:00
(Camping available!)

Sponsored by:

- EAA Chapter 424
- Washington Pilots Assoc
- Pangborn Memorial Airport
- Horizon Air
- Airport Businesses

- Pattern and Precision Landing contest for arrivals between 9:00 and 10:00 Saturday
- Pancake Breakfast 7:30—10:30, both days (chapter 424 fund raiser)
- Spaghetti Dinner Saturday Night (\$12)
- Discounted AvGas at WingsOfWenatchee
- Free Shuttle to 2nd Annual Wings & Wheels Festival, downtown



Thank You, Thank You, Thank You

Marcy Lange



I would just like to take a few minutes to sing the praise of a few good women, and you can be glad it's not a literal translation. I'm referring to the RV Fly-In at Scappoose this past June. For the past 12 years, Janet Wentz has handled the food for the Fly-In. I, for one have taken that for granted for too long. Oh, I knew it was a lot of work, but I don't think I ever expressed to Janet personally, how much I enjoyed the fly-in and how much I appreciated how much she did to make it all happen. It has grown to be quite an event, and Janet has handled it all with such grace and ease. It was quite an experience to take it over this year. Janet was gracious enough to literally "walk me thru" the entire procedure.

She went food shopping with me the Friday before the event, and it took our 2 mini vans to haul all the food to our homes. We loaded, unloaded, loaded and then unloaded this enormous amount of food, except for a very kind employee of Costco who helped us load the mini vans. Then we had to refrigerate all the perishables overnight. Janet has done a terrific job accomplishing this feat over the years. Janet told me that her kids have always helped her with the shopping and hauling, so we owe a kind thank you to Douglas and Kimberly too.

We figured we served about 360 people in the lunch hour. That's a lot of salads, burgers, beans, buns, pop and water. I could not have done the job without Janet's supervision and help, and the generous help of Sandy Wilson, Marlyn Heinitz, Dale Hamilton, and es-

pecially Jerri Dunfee. I don't believe I'd met Jerri before that day, so it was strange, she was like an appendage of me, she knew what had to be done and did it without even a word from me. I worried before hand about being able to get it all done, but I have to admit that without the help of these women, you would have stood in line a very long time.

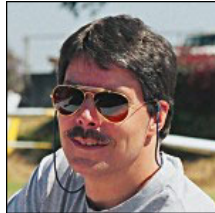
The other special person who pitched in, stuck with it, and cooked all the burgers and dogs, was Mike Robertson. Thank you Mike, for taking charge, it was not an easy job out there in the heat. And special thanks to Randy Griffin for hauling his massive grill out to Scappoose for us to use. Thanks also to Jim Garver who helped with cleaning the hanger before and after we invaded it. And last, but surely not least, Jeffrey, Brian, and Kelsey Hickman pitched in and helped us with a variety of tasks that day. They are always pitching in and helping at events. I have to believe their parents are very proud of them. If I have forgotten to mention anyone, please forgive me, it's not personal, I'm old.

Thank you everyone who helped make our RV Fly-In a big success. Marcy



Hillsboro Airshow EAA Flyby

Randall Henderson



I've always found it ironic that experimental-amateur built aircraft, which represents one of the facets of aviation that is most accessible to the people who are watching, is not given a larger role in the Hillsboro Airshow. I mean, it's great to be able to watch the fine demonstration that the Blue Angels put on, but how many people could realistically ever expect to ride in, much less fly, an F-18?"

This year was different. The Blue Angels were of course the big attraction, along with some admirable acts by the Red Baron team, US Air Force, and others. But several of the airshow organizers also bent over backwards to help EAA 105 get a static display and an actual flying act into the show.

Early on I was not terribly enthusiastic, knowing as I did

that they wouldn't let us do what we really wanted to do -- namely some of that formation stuff that several of us have been practicing. But Rion got me fired up, along with Don Wentz (RV-6), Allen Duberstein (RV-6A), Brent Anderson (RV-4), Mike Wilson (RV-4), and John Halle (Lancair Legacy). John, our intrepid flight leader, did an admirable job of coordinating with FAA and airshow staff to put together a flyby program that everyone was comfortable with.

What we ended up with was very similar to the Homebuilt Review that's a part of the EAA Oshkosh fly-in every year. At last year's airshow John did it as a "flight of one", but this year he and Rion drummed up enough interest that by show time there were 6 of us lined up and ready to go.



That's one motley lookin' demo team....

It turned out to be a pretty fun deal. At 8:30 AM on Saturday, we attended the mandatory FAA briefing, and I have to say it's quite something to be a part of the small cadre' of individuals who are performing in an airshow. True, we were the only ones there who were wearing proseal-stained flyin t-shirts instead of custom-tailored flight suits. But the other performers didn't seem to notice, and several of them expressed genuine interest in our planes.

They parked us in the Hot Pit, which this year was a long way from show center and static displays. But the good part was that we had this nice uncrowded

(and roped off) area where we could pull out our beach chairs and watch the rest of the show without having to jostle a thousand other people for a space. Not to mention being in pretty good company alongside the Yaks, Stearmans, and Pitts biplanes flying in the show.

Come showtime we started our engines, taxied out, and took off on ten second spacing as per John's carefully worked out plan. We climbed to a pattern altitude of 1000' MSL, doing our best to keep even spacing, then descended to 300' for the first pass over the runway at 130 kts. Second pass was a higher-speed "banana" pass, approaching the runway at a 45 degree angle then arcing around back towards the crowd to cross the other end, again at 45 degrees, and climbing out to set up for the third, low (down to 60') "fast as you dare" pass over the runway.

At least that's how it was supposed to go, and I guess we did an okay job of approximating the plan, considering that we'd had no chance to practice beforehand. In reality the spacing got pretty ragged at times, and I doubt



Lined up and ready to go in the hot pit

we were very consistent with our altitudes or even our airspeeds on the different passes. But we had fun, and didn't make any big mistakes. And what a kick getting fly at redline speed low over the runway with the FAA and everyone else watching! The only bad part was having to watch John and his Legacy walk away from the rest of us without even trying.

The airshow announcer was knowledgeable about home-builts, so in spite of having only minimal information about us and our individual planes, he did a good job getting the crowd's interest piqued. And by Sunday the organizers seemed to get the message that folks were actually interested in finding out more about machines that a person could build in his garage and then go out and fly at 200+ mph. So instead of sending us off back to the hot pits after our run, they asked us to taxi into the static display area, where we could sign autographs, fend off adoring fans, and generally bask in the glory. (Actually I missed that part, having opted to depart the pattern and head down to the beach after the last pass. But that's how Brent Anderson described it to me, and I'm sure he wasn't exaggerating in the least!)

One nice thing is that we seem to have proved to the FAA and Airshow organizers that these amateur builder-pilots are actually capable of participating responsibly and professionally, AND can actually provide viable entertainment. So in spite of the fact that we only got to do the 'in trail' thing, we seemed to have made enough of an impression that we'll be invited back again next year. And indications are that the powers that be might even be convinced to let us do a little more by then.

We'll keep our fingers crossed, and see what next year brings.

Formation Flying

Randy Lervold

Photo: Cassie Lervold



There seems to have been a surge of interest in formation flying lately by some RVers who haven't previously been involved in it. Just thought I'd make you aware of an *excellent* overview article on AvWeb...

<http://www.avweb.com/news/airman/184315-1.html>

As one who is not presently flying, having sold my RV-8, I can tell you that formation flying is what I miss the most -- it's a very rewarding activity, but absolutely needs to be approached correctly. The Home Wing Squadron has developed a simple training curriculum that works...

1. You fly with one of us to observe the process, learn the procedures, and get a feel for the sight pictures.
2. One of use flies as pax with you in a 2-ship formation for initial exposure to station keeping, moving up and down "the line", basic turns (fingertip and echelon), and crossunders.
3. You fly solo as wing and continue practicing the entire range of maneuvers and skills.

Of course it all starts with "thuh book". See the Chapter 105 web site for links to further info.

Randy Lervold

(presently building the ultimate formation machine, an RV-3B!)





Thanks for the Memories...

Mike McGee

Summer is winding down and the stories are starting to roll in. At the August meeting we were treated to some hanger flying from travelers who have been back and forth across the US. We can look forward to articles from Brent Anderson's Race 44 (pictured below) and Gary Dunfee's Oshkosh trip that went all the way to New England.

It's going to be a busy Labor Day weekend. Van's Homecoming all weekend and the Chapter 105

breakfast on Saturday. We'll see Twin Oaks airport with more RVs than usual. Keep your orders in for the good weather, the rain has been flirting with us for a couple of weeks now.

Our chapter tool bank continues to grow. The final settlement from the Home Wing merger with Chapter 105 came with enough funds to get that prop balancer that many wanted. Since this is a more sophisticated (and expensive) piece of equipment than anything else in the tool shed, its use will come with heavy responsibilities. Look for a complete write up on the unit and the rules for its use in the October Chapter 105 Newsletter.

First Flight — The Toolmeister's RV-7

Amit Dagan

Photos: Gail Dagan

Today was the day. After three years minus three days of building (read that as education, recreation, frustration), slow build kit #70375 took off. My Alaskan 13 year-old nephew calls everything he likes "Bad Chicken", and I kind of like that name. Maybe I should change the N number from "two for [RV] seven, G[ail and] A[mit]" to "1 B[ad] C[hicken]"... nah.

Anyway, I climbed into the 'Bad Chicken' and Gail joined Bob



Brent Anderson's RV-4 at the meeting on the Aurora airport. It still sports the number for his Oshkosh race. Photo: Dunstan Fandel.



Engine start for the first flight. Aerosport Power O-360 making wind with a Sensenich prop.

Neuner who was flying chase and photography platform in his -6. At 7:40 I was airborne, and not too much later I was at 5,000 feet over HIO...

It was a little embarrassing to find out I took off with full flaps, but that was the last embarrassing thing for the day so I can live with that.

All the temps and pressures looked OK, so Bob came closer for pictures and to look for leaks or smoke. Gail snapped 96 pictures (Ah, free recycled electrons — don't you love digital photography?) and since everything looked great and felt great we stayed up there for an hour. I am sure the new Aerosport Power O-360-A2A liked being worked hard and long on the first flight. I got about 2250 static RPM with the metal FP Sensenich (72" d/85" pitch) and saw about 2650 RPM with full throttle. I don't have the gear leg fairings nor the wheel pants, so top speed was not an issue. It did need what seemed like quite a bit of left rudder trim.

I did one power-off stall (well, not really OFF, just idle, at about 550 RPM) and it stalled at about 45 KIAS, pretty much straight forward. That was good enough for me, and I returned the engine to full power for the remainder

of the 1 hour flight.

After The celebratory breakfast we returned to the hangar and took the cowling off, to find one oil drip (I wouldn't call it a leak) that seemed to originate at the oil pan quick-drain I installed. Hopefully the open-close-open-close treatment would fix that. Other than that and the left rudder trim everything seemed fine and I couldn't be happier (well, I could if someone would ask to sponsor a paint job...).

To see some pictures try

<http://checkoway.com/url/?s=d95b2347>

or if that doesn't work go to the "Photos" link at

<http://groups.yahoo.com/group/oregon-rvlist>

and click the N247GA album.

See ya up there!

Amit

Left: HIO Tower: Experimental Two Four Seven Golf Alpha, cleared for takeoff on runway Three-Zero. '7GA: Seven Golf Alpha rolling on Three-Zero. Center: How sweet it is! Upper Right: Postcard shot. Nothing like an early morning view towards Mt. Hood to put the icing on the cake. Particularly when it's a brand new airplane. Lower Right: One hour old. Proud papa Amit Dagan with newborn RV-7 N247GA. Photos: Gail Dagan (proud mama)



August Meeting at the Aurora Airport *Kent Byerley's* *RV-9A*



08.12.2004

Fuselage inspection — members of chapter 105 checking out the quick-build fuselage.

Kent Byerley's hanger at Aurora is getting to be a popular place with Chapter 105 / Home Wing. This is the third time we have been to see the progress of his RV-9A and it is interesting to see the progression.

The first time we met at Kent's it was April, 2003. The tail was done and wing skeletons were in the wing jig. Then we showed up again in January, 2004, the wings were just about wrapped up. Kent decided that in the interest of getting finished he would order a quick build fuselage. So he sent the required pieces of his wing kit down the road to Van's and they came back from the Philippines wrapped in a fuselage.

This time when we caught up with Kent, the tail and wings are waiting the finishing touches on the quick build fuselage. His finish kit is in hand and the Aerosport Power engine is about a month out.

*** Special thanks to Dunstan Fandel for the photographs used with this report.
Joe Müller guards the food and a pair of wings for Kent's RV-9A.*



08.12.2004



Rion Bourgeois' and Joe Miller's planes looking a little too clean on the ramp at Aurora.

The plane will be powered by a Aerosport IO-320 with a Hartzell constant speed prop. The airplane will be all electric so no vacuum pumps, plumbing, regulator or gyros. Taking the place of the vacuum pump on the engine will be a B&C specialties backup alternator. With any luck, one more winter and this bird will be in the sky.

Adding to the agenda, Kent gave us a demonstration of how to form and finish brake lines. Using the proper tooling he demonstrated proper planning, bends, assembly of parts and finally the proper flare for airplane grade plumbing.

The nice thing about having a meeting at the airport is that people get to fly in. Arriving by air were some planes we see regularly; Brent Anderson;RV-4, Don Wentz;RV-6, Gary Dunfee;RV-6A, and Joe Miller;RV-9A. New to the skyways were Rion Bourgeois;RV-4 and Joe Blank;RV-6 (with his phase 1

time flown off! Congratulations Joe).

We also welcomed a good crowd of new folks at the meeting. New pilots Kent Baxter and Chris Diamond were scoping out the goings on and being tempted by the RV crowd. New RV-6 owners Jerry Hueser and his wife (my apologies for missing your name) were there as well as three other seasoned pilots Brett Thompson, Chris Barnes and Ron Graff. Welcome to EAA Chapter 105.

We had a great turnout of about 35 people. See you next month at Randy Griffin's RV-8.

MGM

Kent demonstrates proper care and feeding of hydraulic brake lines.



Meeting Coordinator:

Randall Henderson

503-297-5045
rv6n6r@comcast.net



September 2004 Meeting

Program: Randy Griffin's RV-8

Address: 15310 NE 6th St, Vancouver, WA

Date: Thursday September 9, 2004

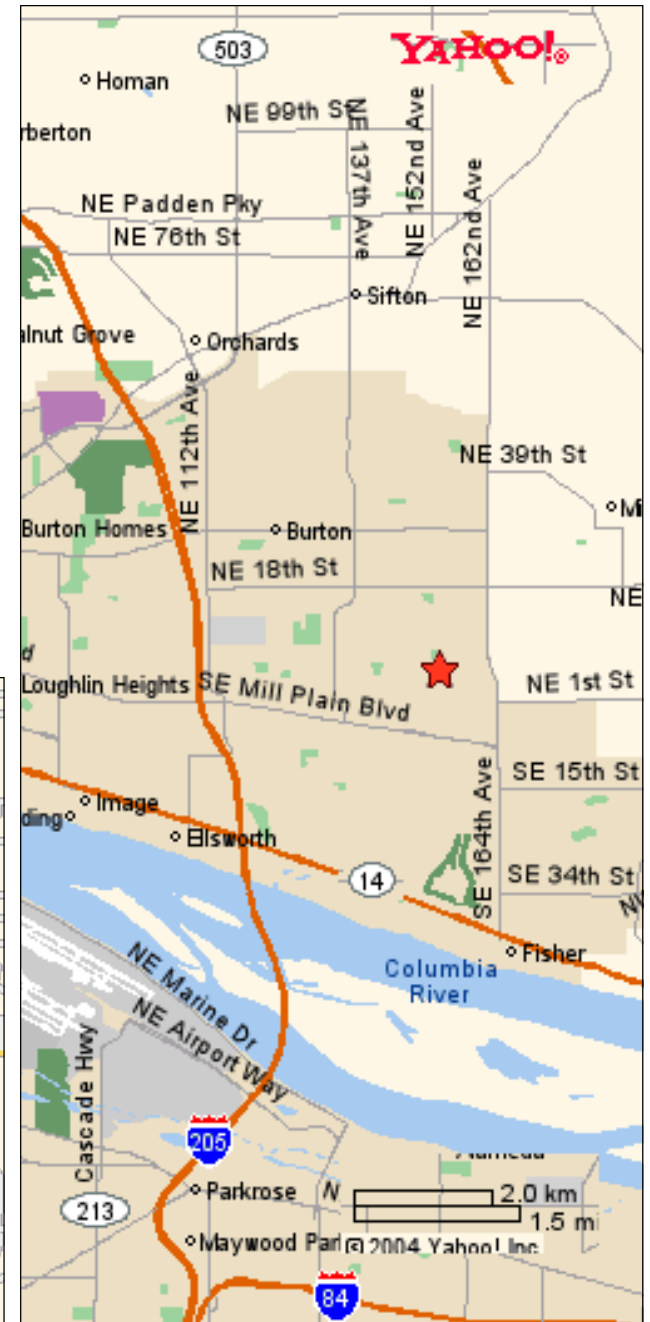
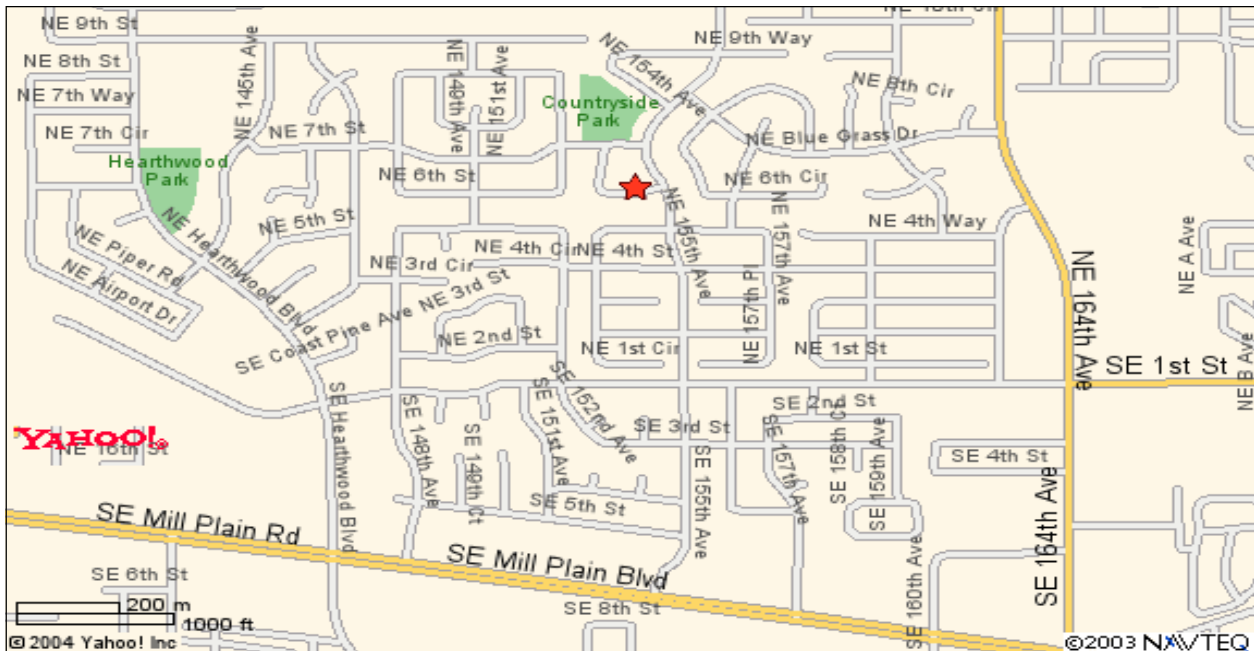
Time: 7:00 pm

Phone: 360-944-7400

The September meeting will be at Randy Griffin's RV-8 project in Vancouver. Griff's project is nearing completion with wiring and instrument panel complete. He is working on the firewall forward and fiberglass pieces. Randy is a machinist by trade and we're looking forward to some of the special details he's crafted using his expertise.

From I-5: Head east on SR-14 to I-205 north (or just cross the I-205 bridge). Take exit #28 Mill Plain east, and go east 2 miles. You will pass Evergreen airport on your left. As you pass the Cascade Bar & Grille, turn left on to 155th Ave. just in front of the Big-5 sporting goods store. Go about 1/2 mile. As you reach the second stop sign you are nearly there, as you will take the next left onto 6th St. Randy's is the third house on the right. Gray house, three car garage, 15310.

Or simply fly into Evergreen (59S), call (360) 944-7400, and someone will come pick y'all up.



Future Meetings

Oct – Randall Henderson's Condition Inspection Workshop, HIO

Nov – Dan Benua's RV-10, Portland

Dec – TBD

Jan – 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 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.

- A program. Once we get through the business part of the meeting, you'll be expected to talk about your project for 20 minutes or so. For example, people usually like to know --

- Anything in particular that led you to choose this particular project?
- Any 'gotchas' to let others know about?
- Any cool techniques or tips to pass on?
- What would you do different next time?
- Have you used a TC? Do you plan to use a Flight Advisor?
- What kind of primer did you use? ;-)

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

To All Taildragger RV Builders & Pilots

If you were building a screen door, would you make it out of aircraft grade materials? Of course not... so why are you using screen door springs on your airplane? Now there is a better solution..

Tail Lynx from Brentz Enterprises

- Tail steering springs designed for RV aircraft and made from aircraft grade materials
- Small, Strong, Streamlined, all Stainless Steel
- Introductory price for Chap 105 members -- \$105
- Email brentz.enterprises@comcast.net



A rudder gust-lock on an RV.



A tidy map-box installation. If this were a Mustang, would it be a jockey box? Photos: Kent Byerley.



Dick VanGrunsvon receives the EAA Freedom of Flight award. Sally Wilson, Oakland (Roseburg), OR, speaks on her EAA Young Eagle Coordinator of the Year award. Mike Melville and Burt Rutan.

Airplane photos thanks to Kent Byerley. Paul Poberezny receives a spontaneous standing ovation during the presentation of the Lindy awards.

Editor's Notes

Benton Holzwarth

Seems like the summer has gone by almost in a blur. I've been to as many flying events as I could manage: the VAF-Homewing fly-in, Arlington and Oshkosh. I've missed a few of the chapter's breakfasts. I've taken pictures everywhere, but have had scant time to organize them and even less to digest what I've seen. I'm clawing my way back to some semblance of organization, but wife will tell you I have a loong way to go. And wife is *always* right.

At Oshkosh, I spent more time in the workshops and seminars than my previous visit. I attended the NLEditor's workshop and have some new ideas I'll begin to incorporate into our newsletter. Also took in many of the evening presentations, which I missed last time. Saw Burt Rutan and Mike Melville's 'home movies' of their flight into space. Way cool.

I'm still hoping someone will step up and volunteer to handle the paper newsletter part of the monthly NL operation. All that is involved is printing out a copy of the newsletter .pdf file to a good quality printer, and taking it to a copy shop, like Office Depot. Then fold, stamp, apply mail label, and drop into the USPS. Randy Lervold, our roster/DB guy (among other hats) has whittled the paper list down to about 50 names. Jenny reimburses for expenses promptly.

Board Meeting Highlights

Your Chapter 105 Board

I (Benton) was unable to hook up with our chapter secretary for the results of the last board meeting. I'll try to get them into the next newsletter. I know that at least a few folks read them, as I've received feedback on items appearing in the report.

Contact information for the Santa Maria, CA, Vintage Aircraft Fly-In:
Santa Maria Airport: SMX; 261'; TWR: 118.3; GND: 121.9; ATIS: 121.15
Chamber of Commerce: 805-925-2403
Hotel Santa Maria: 805-928-8000; www.radisson.com/santamariaca

SANTA MARIA EAA CHAPTER 499
Vintage Aircraft Fly-In
Celebrating the Spirit of Flight

October 22, 23 and 24

combined with:
Western Regional Meeting
Auburns, Cords & Duesenbergs

Santa Maria Style Bar-B-Que
Saturday 12: to 3:pm at the
BIGELOW HANGAR
Santa Maria Museum of Flight

Main events are at the
Radisson

GRAND CENTRAL AIR TERMINAL

N88793

4X232

Buy / Sell / Trade

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

Classifieds

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

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

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

Wheels Calipers Tires -- I have two sets of unused Matco (nee Rosenham) 4.00-5 wheels, calipers, tires and tubes. The tires/tubes are Shin four-ply rated. No discs. Depending how you figure, Aircraft Spruce asks something over \$400. My asking price is \$125 plus shipping -- maybe \$30 depending on distance. For photos and/or more info, contact me: Quentin Durham Qdurham@aol.com [10/04]

Sold the Hangar; Selling the Shop Equipment & Hangar Bits — Call Gary Graham for more info or to see if I've got what you need! 503-648-6123 [09/04]

Fuselage Jig with lots of karma — This jig has carried three RV-6 fuselages and is ready and willing to carry a fourth. This will work for any 2 set RV with very little modification. Chuck Curtiss, 503-543-2233, cwcurtiss@centurytel.net [09/04]

Glasair I RG Kit For Sale — Serial # 703, complete kit: Wing closed & 90% done; E.I. Digital Fuel probe, Anti-Slosh Valves built in; New Style fuel caps installed; Retractable gear working; Flaps built, electric flaps hardware option; elevators built; wing wiring done. Aileron rods, bellcrank, and Joysticks built. Pre-molded gull wing doors w/joggles, will make fuselage equal to a Glasair II. Windshield and door glass included. 180 hp options. All instruction manuals, videos, hardware, etc included. GET A HEAD START ON A GREAT PLANE. \$13,500 Please call Francis Watson 503-358-6091 (Cell) 503-595-6600 (Work) [09/04]

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

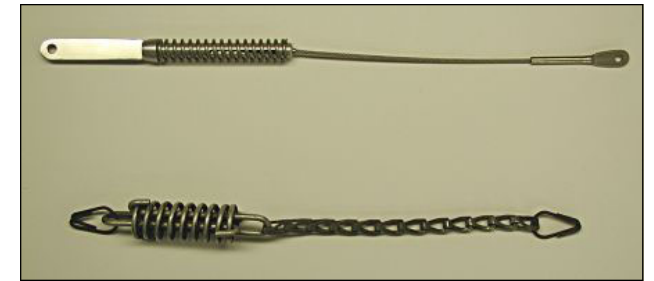
Bill Esther Engraving — Call or write to see how Bill can help with your custom engraving needs. See sample work at http://www.rvproject.com/esther_engraving.html Contact Bill at ecaps.1@juno.com or 503-851-6375

The advantage of taking so many pictures is that I'm in relatively few of them. Thanks, Kent — you caught me. [Ed.]

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



Brentz Enterprises — Tail Lynx — Tail steering springs made from aircraft-grade materials. Small, strong, streamlined and all Stainless steel. Email brentz.enterprises@comcast.net Introductory price for Chapter 105 members — \$105!



Chapter Calendar

Brent Anderson

Sep 4	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Sep 9	EAA 105 Chapter Meeting 503-646-8763
Oct 2	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Oct 14	EAA 105 Chapter Meeting 503-646-8763
Nov 6	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Nov 11	EAA 105 Chapter Meeting 503-646-8763

2004 Aviation Calendar

Sep 3-6	Delano, Ca IAC Ch 26 Aerobatic Contest rocket_93021@yahoo.com
Sep 4	South Lake Tahoe, Ca (TVL) South Lake Tahoe Airfest 530-541-4082
Sep 4	Bremerton, Wa (KPWT) 8 th Annual Blackberry Festival 800-462-3793
Sep 4-6	Kanab, Ut Canard Air Race
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 10-12	Astoria, Or (AST) Astoria Airport Airfair 503-861-1214
Sep 10-12	Georgetown, Ca (Q61) West Coast Cessna 120/140 Gathering 530-357-5440
Sep 11	Truckee, Ca (TRK) EAA Ch 1073 Pancake Breakfast Fly-in
Sep 11	Lancaster, Ca (WJF) EAA Ch 49 Pancake Breakfast 661-270-3296
Sep 11-12	Tacoma, Wa McChord AFB Air Expo 253-982-9927
Sep 11-12	Moriarty, NM (OEO) EAA Ch 179 Land of Enchantment Fly-in 505-286-0924

Sep 12	Palo Alto, Ca (PAO) Airport Open House 650-326-6699
Sep 12	Yolo County, Ca (2Q3) EAA Ch 52 Pancake Breakfast
Sep 16-19	Reno, Nv Reno Air Races 775-972-6663
Sep 17	Truckee, Ca (TRK) EAA 1073 Reno Air Race Party contact tiger@tellis.org
Sep 17-19	Concrete, Wa (3WS) Mooney Mite & Culver Cadet Fly-in All Welcome 508-540-1349
Sep 18	Tillamook, Or (S47) Planes Trains & Autos Fly-in 503-842-1130
Sep 18	Sedona, Az (SEZ) Sedona Airport Open House
Sep 18	Riverside, Ca (RIR) EAA Ch 1 Flabob Fly-in
Sep 18-19	Pt Mugu, Ca Open House/Airshow 530-381-0997
Sep 18-19	Albany, Or Oregon Airfair 2004 503-381-0997
Sep 24-26	Astoria, Or (AST) Astoria Airport Open House & US Coast Guard Air Fair 503-325-8635
Oct 2-3	Shelton, Wa (SHN) 23 rd West Coast Oyster Shucking Championship & Seafood Festival
Oct 2-3	Yerington, Nv Yerington Air Fair 775-463-3988
Oct 2-10	Albuquerque, NM International Balloon Fiesta 505-821-1000
Oct 7-10	Phoenix, Az, Phoenix Regional (A39) EAA Copperstate Fly-in 520-400-8887
Oct 9	Nampa, Id 50 th Birthday of Idaho 99's 208-888-9667
Oct 9-10	Laurel, Mt (6S8) Wings Weekend Safety Symposium EAA Breakfast 406-628-2219
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

Oct 21-23	Long Beach, Ca AOPA Expo 2004
Oct 22-24	Santa Maria, Ca EAA Ch 499 Vintage Aircraft Fly-in
Nov 4-7	Tucson, Az IAC Ch 62 Tequila Cup Aerobatic Contest 520-887-9399



“Contact!” Chapter Officers and Staff		
President	J Rion Bourgeois	503-646-8763 eve 503-670-1144 day 503-720-9394 cell
Vice President, Web Master & DB Admin	Randy Lervold	360-817-9091
Secretary	Michael Psiropoulos	503-579-2981
Treasurer	Jennifer Hickman	503-524-3190
Sgt-at-Arms & Hangar Mgr	Phil Spingola	503-603-0195
NL Editor	Benton Holzwarth	503-684-2008
Meeting Coordinator	Randall Henderson	503-297-5045
Activities Coordinator	Brent Anderson	503-523-2012 day
Breakfast Crew Chief	Joe Miller	503-647-2059
Breakfast Crew Chief	Jim Pace	
Hangar Mgr	Ralph Schildknecht	
Tool Meister	Amit Dagan	503-292-9780
Librarian & Quartermaster	Jim Mitchell	503-644-5258
Public Relations Mgr	Ed Mason	503-288-9275
Director & YE Coord	Harvey Cheney	
Director & Bogardus Trust Liaison	Dick VanGrunsven	



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

EAA Tech Counselors

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Mrobert569@hotmail.com FAA A&P w/IA,
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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



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 ___
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, September 4th, 2004

7AM

David Carlson
Kirby Carroll
Harvey Cheney
James Clare
Robert Clark
Hap Clarke
Jerry Cochran
Rick Corson

9AM

Robert Boring
Robert Brown
David Burkhardt
Kent Byerly
Mel Carstetter
Scott Chambers
John Cox
Don Cresap

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

New Volunteer List Format

First group due immediately,
Second group 'on deck' for next month.

Saturday, October 2nd, 2004

Ray Fogg
Roy Glass
Bob Haan
Pat Hammell
Randall Henderson
Rob Hickman
Steve Householder
Len Kaufmann

William Drake
Gary Dunfee
Bill Fulgham
Cliff Gerber
Randy Griffin
Jeff Jasinsky
Steve Johansen
Peter Lang

Next Meeting

VAF-Home Wing / Chapter 105

- **Randy Griffin's RV-8 Project**
- **Sept 9 @ 7:00 PM**
- **Vancouver, WA**
- **360-944-7400**
- **Map/Info – Pg 11**



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

To:

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

The Leader In Recreational Aviation
EAA