

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

Time for the soapbox again

The board of directors has asked that I address, once again, a problem of no shows by the "volunteers" at the monthly breakfast. As you may or may not realize, each month we pick the next sixteen names alphabetically from the chapter roster to serve on Kitchen Patrol as "volunteers". Those members who are geographically ineligible or can't serve for health reasons are not included. Benton Holzwarth prints the list in the newsletter, and Brent Anderson sends them an e-mail reminding them it is their



turn. Randall Henderson and I then each call half the list a few days before the breakfast to make sure the KP "volunteers" didn't miss the other two notices. Generally, we find that there have been some "volunteers" who were not aware they had been volunteered. Generally, they arrange to show up and take their turn. If there are a couple of no shows on either the 7 am or 9 am shift, there are enough volunteers to make do. However, in the last few months

Breakfast KP Duty

Saturday, October 2nd, 2004

7AM	9AM
Ray Fogg	William Drake
Roy Glass	Gary Dunfee
Bob Haan	Bill Fulgham
Pat Hammell	Cliff Gerber
Randall Henderson	Randy Griffin
Rob Hickman	Jeff Jasinsky
Steve Householder	Steve Johansen
Len Kaufmann	Peter Lang

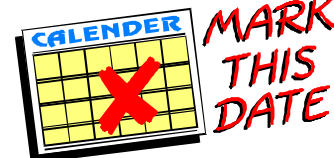
Saturday, November 6th, 2004

7AM	9AM
Terry Lorz	Pete Lyshaug
Rick Mandrell	Gary McCormick
Pat McGowan	Mike McGee
Phillip Mandell	Harmon Lange
David Mandrell	Paul Loomis
Randy Lervold	Tom Lauris
Ted Marks	Steve Mahoney
Len Kaufmann	George Manley

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

Next meetings

- Oct 14—Randall Henderson's Annual Condition Inspection; HIO — pg 11
- Oct 21: Board Meeting; Baja Fresh, Scholls Ferry Rd.



Newsletter Deadline — Oct 21

- Newsletter article contributions and ads are welcome anytime, but may be held to a later issue if received after Oct 21.

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we have twice come upon a patch of alphabetically consecutive members who were not aware of the custom and were not interested in participating. As a result, we had less than enough volunteers, and the regulars ended up working until noon.

There are a number of ways to address the problem. We could quit holding the breakfast, but everyone who is asked responds that the breakfasts are a good and meaningful event and feel that the chapter should continue to hold them. Accordingly, we will continue to do so until the situation becomes untenable.

We could do nothing, and continue to let the regulars pick up the slack. However, eventually the regulars, myself included, will become burnt out and/or resentful and quit taking up the slack, in which case the breakfasts will cease spontaneously.

We could increase the number of "volunteers" assigned each month. However, this is not efficient because many months all or almost all of the volunteers do show, in which case we will have wasted some of their efforts. After a few months of "volunteers" coming when not needed, we will generate even more no-shows in the future.

The board has decided to proceed as follows. We will continue to select sixteen members each month alphabetically to be KPeers. Anyone who does not wish to serve should call or e-mail Randy Lervold and notify him now that they do not wish to serve on KP. He will make the appropriate confidential reference in the database so that they will not be included in the list of KPeers. If you do not notify Randy that you don't wish to serve on KP, we will assume you have volunteered to be a KPeer when your name comes up, and include you on the list. Randall and I will try to remember to make the calls earlier in the month, and when Randall and I

make the calls, anyone who was not previously aware of the policy can at that point opt out, and they will be added to the database of non-KPeers. Randall and I will call other members who have either previously indicated that they would be willing to fill in, or call members who we think might be willing to fill in. If necessary, we will jump ahead on the roster alphabetically. Finally, as a last resort, we will have a chalk board prominently displayed at the breakfast indicating if volunteers are needed for the 7 am or 9 am shift and hope help will be forthcoming. In this manner, it is hoped that we can equitably share the burden of holding the chapter's popular monthly breakfast. So, if you are not willing or unable to be a KPeer for any reason, please notify Randy and he will make the appropriate confidential entry in the database. Also, if you would be willing to be called on those months when it is needed, please notify Randy. His contact information is on the website.

I hope most of you will elect to be KPeers and come out at least once a year to contribute to this chapter activity. Not only is the monthly breakfast fly-in a worthwhile endeavor in itself, but a fundraiser for the chapter to help pay the rent for the current hangar and raise funds for a new project hangar. For more on the uses of a project hangar, please see my column in the April newsletter, available on the chapter website. Also, KP is a great way to meet some of your fellow chapter members and do a little hangar flying while you are cracking eggs, stirring grits, etc.

Election of officers

At the last board meeting, the board selected the following list of candidates for office next year: President, Rion Bourgeois; vice-president, Randy Lervold; secretary, Benton Holzwarth; treasurer, Jennifer Hickman. This slate will be announced again at the October chapter meeting, and the election held at the November chapter

meeting. The floor is open for other nominations at the October meeting. The only limitation is that you can't nominate a member to office without their permission. If you nominate someone at the October meeting, you should get their permission ahead of time, or expect them to accept it personally at the meeting. Also, if you want to run as an officer, please don't hesitate to seek a nomination.

It might be noted that there is no prohibition against contested races for chapter office. Traditionally, officers have first gotten active by serving on the board of directors and then been cajoled into accepting a nomination to serve as an officer, who have more duties. However, if you know anyone who wants to make the jump directly to officer, feel free to nominate them if they are willing to run, face election, and serve.

Also, please feel free to indicate your willingness to serve on the board of directors next year and encourage others to serve on the board. The board for 2005 will be selected by the 2004 board and the newly elected 2005 officers. As a director, all you are expected to do is attend the monthly board meetings and share your opinion and vote on how the chapter should be administered. How much further effort you are willing to lend is up to you. Please let me know if you are interested in serving on the board of directors. My contact information is on the website.

The Joy of Slow and Simple

Carl Battjes

"The Cub is the safest plane in the world; it can just barely kill you."

Max Stanley, Northrop test pilot*

* Quote of a quote from the Piper Flyer (a new magazine)

I have noticed several recent magazine articles that feature the Piper J-3Cub as an example of an airplane suitable to fly under light sport airplane rules. It does fit. It's slow enough, at both ends, light enough, and although it's not required...simple enough.



Photo above: (Probably) Bruce Finley; fly-in director.
Other photos Carl Battjes.

What is the reason for the popularity of a Cub? It's slow. It doesn't have much range. It's hard to get in and out of. It's not the airplane for a cross-country on a turbulent air day. The climb rate is so-so, although the angle of climb is pretty good. The view from the backseat in a three-

point attitude is not very good. It's not the airplane you would select for a fast, comfortable long cross-country trip. The Cub is not made for a transportation mission; it's a sport airplane. The farthest I've flown my Cub is Medford. It's made many astoundingly long trips to Auburn, (Washington), Canby, Flying M, Woodland, Evergreen. It's made for the sheer joy of flying. It has a minimum of instruments and systems. The standard Cub has a starkly simple instrument panel-just the bare minimum gauges, all white faced. There is no electrical system. There is no fuel selector. If it has a wing tank, then a simple on-off valve will allow one to replenish the fuselage tank when needed. There are no fuel pumps, no gyros, no starter, no generator, no fuses, no solenoids, no lights, no retractable gear, no flaps, no cowl flaps. For a fuel indicator it has a floating cork attached to a vertical wire protruding through the gas cap with a 90-degree bend at the top. All of the J-3's had brakes, but these Goodrich brakes were oddball; they had an inner-tube-like bladder around which were a bunch of shoes, which pushed against the brake drum. These brakes did the job, but just enough to stop you but rarely enough to nose you over. It has happened with "better" brakes,



The weekend of July 17, I attended a Piper Cub Fly-in at Lompoc, California. Unfortunately I had to employ Ho-

rizon Air to get to Lompoc because my J-3 is in the process of an STC mod putting an O200A in as the power plant. The associated changes involve some destruction of the attractive simple features and non-features just mentioned. Maybe I'll go back to standard after trying this new sophisticated airplane.

At Lompoc there were at least three dozen J-3 Cubs in attendance and a few Super Cubs and a one or two J-2's. The last Piper J-3 Cubs were produced in 1946 and maybe '47. So this fly-in was largely composed of airplanes about 60 years old. Most were immaculate. This was an old fashioned fly-in with spot landing and flour bomb contests, and a lot of impromptu flying formation, usually a flight of two. Usually the windowed doors on the right were in the both open position. There was little non-J-3 traffic and no tower to contend with. The dinner on Friday night was the obligatory spaghetti dinner and, afterward, there were prizes for just about everyone... from the closest flour bomb drop, the most distant participant, the oldest and youngest pilot and the nearest bra. (You figure that one out.) Also in attendance at the fly-in was a trigear cub. This is described in the old J-3 specification and was assembled recently by a local guy, following the approved instructions.

I have to mention the Super Cub in this article. It

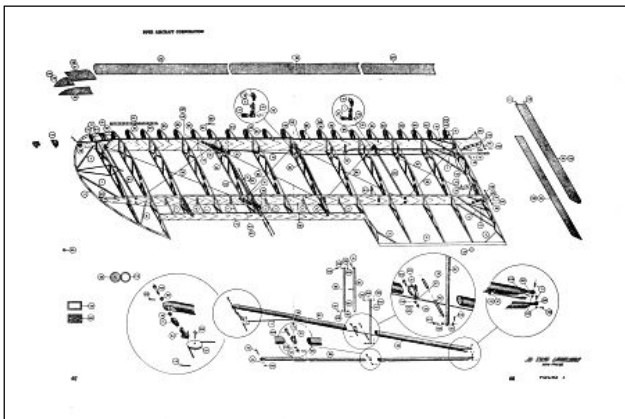




evolved from the J-3 but the present day Super Cubs are a totally different airplane. The empty weight of the original factory J-3 Cubs was about 700 pounds. My Cub is now 766 lbs. empty. Super Cubs are normally powered with a 150 hp engine and have an empty weight of 1150 or so, higher gross weight specs and flaps, more fuel tanks and starters and all that crap.

WagAero makes a Cuby kit that is a J-3 knockoff. The most reliable, but not necessarily cheap, source for approved J-3 parts is Univair. A necessary publication for the J-3 owner is the Cub Clues newsletter, which contains history, technical information, and ads from suppliers of J-3 things.

Some things in life just go better slower.



Formation Flying Materials Now Available

Randy Lervold

In response to the interest among Chapter 105 members in formation flying your board has approved the purchase of a set of the popular videos from Darton titled "Formation Flying, The Art" for addition to the chapter library. Sorry, they are still not available on DVD, if someone out there has the capability of dubbing onto DVD please let me know. Additionally, I have purchase another half dozen T-34 manuals to be sold to interested chapter members. They've gone up a bit and are now \$14. "Thuh book", as it's called, is an absolute must-have if you're even thinking about formation flying as it contains all the procedures and signals we use.

I have volunteered to be the librarian for the videos and will also distribute the manuals to those interested in purchasing one. Just contact me (randy@romeolima.com, 360-817-9091 hm, 360-254-9291 wk) to make arrangements to check out the videos or buy a copy of the T-34 manual. There is also a newly expanded Formation Flying section on the Activities page of the chapter web site (www.eaa105.org) that has some links to some excellent articles and other formation flying resources. Be sure and check it out if you have any interest at all.

...Randy

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
- Now available through Van's Aircraft
www.vansaircraft.com or 503-678-6545



Meeting Coordinator:

Randall Henderson

503-297-5045
rv6n6r@comcast.net



October 2004 Meeting

Program: The Homebuilt Condition Inspection

**Address: Randall and Brent's hangar,
HIO Northeast Tees, hangar A-2**

Date: Thursday, October 14, 2004

Time: 7:00 pm

Phone: 503-577-6153

The October meeting will be at Randall Henderson (RV-6) and Brent Anderson's (RV-4) hangar at Hillsboro airport. The program will be a condition inspection workshop, with Randall's RV-6 as the "demo" aircraft for as many of the inspection procedures as we can fit into the program. This will be a "hands-on" program, and we plan to give folks chance to crawl around with an inspection mirror and otherwise get a preview of what's involved in a condition inspection on an experimental-amateur built aircraft.

Note that this is an unheated hangar, so if it's cold be sure to wear warm clothing.

From Portland/Beaverton

Take Sunset Highway (US 26) west to the Helvetia 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 corpo-

rate hangar, turn right on Penny Way and drive up to the keycode 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.

The hangar is A-2, halfway down the first bank, facing the taxiway. We'll plan to have someone at the gate to let people in between about 6:45 and 7:15. If there's no one there just honk your horn, the hangar is in sight of the keypad gate. Or call 503-577-6153.

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 between hangar bays; 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!

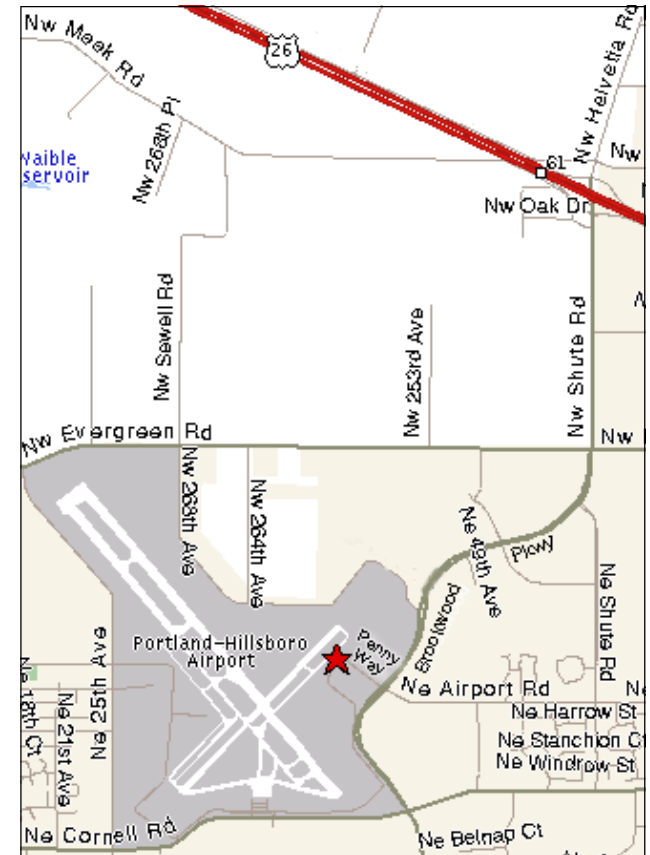
Flying

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 can park parallel to the taxiway, backed up to the grass.

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.

Want to host a meeting? Contact the Meeting Coordinator!



Progress Report:

Randy Griffin's RV-8

Chapter meeting at Randy Griffin's RV-8 in Vancouver, Sept 9, 2004. Benton Holzwarth reporting...

Randy related a phone call he'd had with Dave Salesky earlier...

RG: Dave, are you going to be able to make it to the meeting, to have a look at my -8?

DS: No, I can't—I've got something else going that night.

RG: Can you at least promise to send over some sun for us?

DS: Ummm, can't promise sun, but I think you can at least plan that it won't rain.

Dave and Nature came through with a beautiful evening, clear blue skies and a gentle, warm sunset.

Guest Brian Wilkins attended the meeting, saying he'd

bought an RV-8 tail kit to start on.

Amit Dagan talked about his first flight, two weeks ago, Saturday. He's accumulated 13.3 hours now. He mentioned his ASI reads about 10 mph slow and his altitude about 25' low, leading to a discussion on the merits of flush vs. 'rivet' ports. (I think he said he had the flush-style ports.) He's mounted an AeroSport O-360 w/ 72x85 prop. There was mention that Vanguard Insurance (at least) will not cover aircraft with engines stamped as 'manufactured' by AeroSport, though AeroSport as a 'rebuild shop' is apparently OK. The builder might list their engine as a Lycoming/AeroSport or some such to get it accepted by the insurance company, but there may be trouble if they feel you've misrepresented your airplane at the time of a claim.

Randy Lervold updated us on the Prop Balancing ma-

chine -- a MicroVibe II. The plan is to have four people in the club (RandyL, Randy Griffin, Rob Hickman and Mike McGee trained in its use. A member wanting to balance their prop will arrange for one of the four to assist with the operation. \$20 will be charged for each engine/prop balanced to cover consumables and wear 'n tear. Certified engine/props can also be balanced, though the work must be done under the supervision of an A&P. Members will find more information in the November newsletter.

We heard a report on the chapter 902's progress with their clubhouse. They're sheetrocked and painted and it's turning into good meeting space.

The chapter has purchased a set of videos on formation flying.

StanV mentioned that in performing his 5th annual condition inspection, he found his wheel bearings were beginning to wear loose. He's worked out the details to allow drilling out the holes larger, and he can provide sleeves to fit the standard bearings, sized in 0.005" steps of oversize.

Randy Griffin then spoke about his project. He pointed out that this is the third group meeting he's hosted. The





most recent accomplishment was installing the canopy skirt. ("Hey Randy, aren't you going to do more clean-up on the fiberglass work?" "I'd rather loose a good bar-fight!") Also the tidy switch panel on the right. The engine came from Dan Wilson of Eagle Engines in Redding – a blueprinted XP-360, with a Vetterman exhaust. The panel was kept intentionally simple, Randy says he agonized over how much to leave out. It's flat all the way across, vs. the standard RV-8's step-up, step-down.

Discussion turned to the merits of anodizing. Randy pointed out the issues with painting or leaving bare some parts, like the canopy rails. He chose to anodize his and installed a Delrin slide, tossing out the MTBE

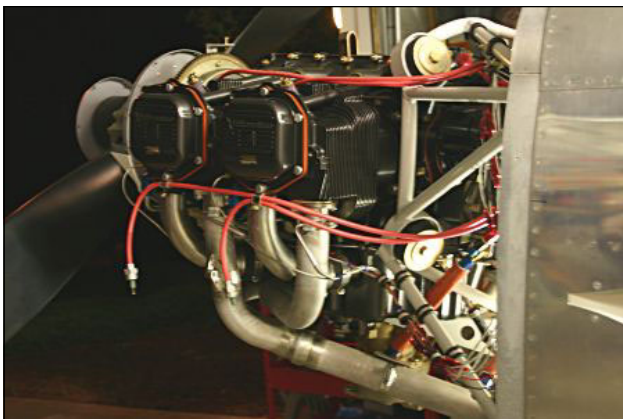
unit. He expects to avoid the problems of worn paint and aluminum dust. He hired the work out to 'Apex', and there are a couple other shops in the area ('Nelson' at Ultimate Anodizing, 64th and Johnson Creek Blvd was also mentioned) that will do batches of parts for builders. Pricing is reasonable, something like a \$25 - \$50 minimum charge, but bring as many parts as possible as their costs are biased towards the set-up fee. One can also do anodizing at home, but it's messy and there are the nasty, corrosive chemicals to deal with when finished. RandyG prepared a set of notes on anodizing if anyone is interested in learning more.

Anodizing is a electrochemical process that makes up a



very hard (70-Rockwell) thin surface conversion. It does cause some embrittlement and can change fatigue properties, so consider carefully before applying to structural components, or contact the designer. It's also an insulator, so, for instance, grounding points on the frame will need to have any anodized areas sanded bare before lugs are attached. Different aluminum alloys take the process better than others: 6000-series aluminum works well; 2024 with its copper content tends to pit.

All in all, it was a terrific evening, with lots of good information, and a nicely built -8 for viewing.



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



Chapter Calendar

Brent Anderson

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
Dec 4	HIO Twin Oaks EAA 105 Pancake Breakfast 503-646-8763
Dec ??	EAA 105 Chapter Meeting & Holiday Banquet 503-646-8763

2004 Aviation Calendar

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

Future Meetings

Nov – Pie Auction and Sport Pilot presentation, Twin Oaks

Dec – Christmas Party at the Hickman's, Dietz Airpark (tentative)

Jan – Dan Benua's RV-10, Portland (tentative)

About the meetings

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

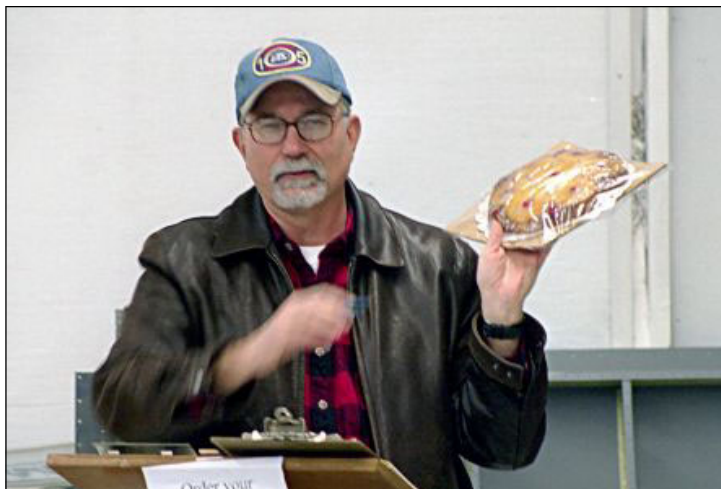
The structure of the meetings is pretty loose. The first 40 minutes or so is generally spent socializing, eating chips and dip, and checking out the project. Then we get down to "business", with introductions of new members and guests, milestones, discussions of group issues, open items, and the host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

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

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

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

- A location that will hold 30-50 people. In the summertime this can usually include just about any size shop as long as we can overflow outside.
- Refreshments. You can get away with a couple of



bags of chips and a few six packs of soda, or go all out and provide a full buffet bar with microbrew beer and smokies on toothpicks. We're all really there mainly to BS about airplanes, so don't feel like you have to go overboard with the food -- but feel free to do so if you want!

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

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

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

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

SpaceShipOne Featured on Discovery Channel

The Discovery Channel will air a two-hour special "Black Sky: The Race For Space," a documentary about Burt Rutan, Scaled Composites, and the White Knight/SpaceShipOne project on Sunday, October 3, at 8 p.m. ET.

The program will feature extensive footage of the events leading up to and including the successful June 21, 2004, launch of the first privately funded space vehicle to reach 100 km altitude, or suborbital space with test pilot Mike Melvill at the controls. A repeat broadcast will air at 11 p.m. ET.

A second show, covering the anticipated X Prize flights scheduled for September 29 and October 4, will air on October 7 at 8 p.m. on Discovery. Please check your local listings to confirm the times.



Photo: Scaled Composites, LLC

Board Meeting Highlights

Your Chapter 105 Board

August 19, 2004 — The meeting was conducted at the Baja Fresh Restaurant meeting room on Scholls Ferry Rd in Beaverton, Oregon. Present were Jim Pace, Randall Henderson, Randy Lervold, Mike McGee, Joe Miller, Woody Hall, Jenny Hickman and Rion Bourgeois.

- The July board meeting minutes were adopted as submitted.
- Rion reported that he had presented Sandy Wilson and Donna Lervold with \$25 gift certificates to Kitchen Kaboodle in recognition of their service to the chapter at the July meeting at Arlington.
- There was a discussion of new member nurturing and an Air Scouts/Youth SIG.
- There was a report on the Oregon International Airshow Hillsboro (Rion)
 - Static display
 - Airshow performance
 - Formation flight SIG
 - Formation flight videos purchase
- Randy Lervold was authorized to purchase a prop balancer in the amount of \$5,504.52. There will be at least four chapter members trained to help chapter members use it. It will only be available for use by chapter members. There will be a \$20 fee charged for its use. It was noted that the balance of Home Wing Treasury recently transferred to the chapter treasury is the approximate cost of prop balancer.
- It was agreed that the price of RV-6 wing and tail kits should be reduced to \$2500 for chapter members.
- There was a discussion of building a chapter project hangar at Hillsboro, Scappoose or Lenhardt's in light of our inability to negotiate a long term lease with the Starks.
- It was reported that the upcoming sites for chapter

meetings are:

- Sept: Randy Griffin, RV-8
- October: Randall's annual condition inspection w/ Allan Jossman, Precision Airmotive
- November: pie auction, Mike Robertson Sport Pilot rule presentation
- December: banquet
- Rion suggested the Wenatchee Fly-in October 2-3, hosted by EAA Chapter 424, as a potential chapter 105 fly-out.
- It was reported that we could anticipate quite a few Young Eagles candidates at the next breakfast due to the sign-up sheets at the Hillsboro Airshow.
- Woody Hall volunteered to look into refurbishing or replacing the chapter hangar sign. He was authorized to spend up to \$200.
- Rion noted he was still looking for some inexpensive aprons for volunteers, and Mike McGee volunteered to buy the groceries for the September breakfast.

The meeting closed with some jokes at approximately 8:00 p.m.

Sept 16, 2004 — at the Baja Fresh restaurant on Scholls Ferry Rd. Present were Rion Bourgeois, Jenny Hickman, Dick VanGrunsven, Joe Miller, Char Miller, Randy Lervold and Benton Holzwarth.

- The August meeting minutes were adopted with the addition of Jenny Hickman to the attendance list.
- The decision was made to try to find a home (other than the chapter hangar) for the 'old green lathe'. I (Benton) will see if I can find a museum that would be interested in having it for an 'old shop' display. It seems to not have much value as a lathe.
- RandyL reported the order for the Prop Balancer has been placed, with shipment expected in about two weeks. Randy will post info on the chapter website. Also we need to schedule the training session that comes

with the unit.

- A .pdf chapter roster file was distributed to the members receiving their newsletter electronically. The issue of getting paper copies of the roster to the remaining 50 or so paper subscribers was mentioned.
- The various potential chapter hangar locations were discussed: Lenhardt's is a good strip and has new hangars going in and comes with other pluses, but is right in chapter 902's backyard; Scappoose was reported to have new hangars being built, a 60x60 hangar might be available at an attractive rate; Dave Lowry is building new condo/hangars at HIO. These would not be available for some time, and would be expensive.
- Rion raised the question of a chapter fly-out to the Wenatchee Fly-In, happening Oct 2-3.
- Harvey Cheney reported to Rion before the meeting that he had contacted the kids that signed up for YE rides at the HIO airshow, and we should expect a busy morning at the next chapter breakfast.
- Scappoose High School is starting an Aviation program. It was suggested and accepted that we donate our old set of King tapes to their program.
- Phil started up discussion of installing an air-band radio and speakers for folks at the breakfasts to follow the Twin Oaks CTAF. The board likes the idea, but Phil hasn't been able to follow up on it, so decision was made to ask if anyone else in the chapter would like to volunteer to chase the idea.
- The Breakfast Crew needs additional aprons. Discussion revolved around the place to get them, and clever titles to have embroidered.
- Joe and Char will do the breakfast provisioning unless MikeM makes it back in time to help.
- There was much discussion on the difficulty of getting breakfast 'volunteers' to show up for their shifts at the chapter breakfasts. The board has decided to not fight the losing battle and will allow members to opt-out of the breakfast duty. To help collect up the folks

who simply hadn't realized their turn is up, we'll post the upcoming lists conspicuously at the breakfasts and the lists will move to the front of the newsletter.

- Officer nominations: The board offers the following slate of candidates, (RionB, Prez; RandyL, VP; JennyH, treasurer; BentonH, secretary) but would be *delighted* if anyone else volunteered — we could actually have an election!

- The board would like to invite anyone who cares about the chapter and would like to be involved in help chart its course to join the board. Meetings are on the third Thursday of every month, with the location posted in the NL, or call any board member.

New business:

- DickV updated the board on the Bogardus Little Gee Bee project.
 - He's contacted the artist who painted a picture of Little Gee Bee (appeared in the Dec 2000 issue of Sport Aviation) about using the picture for a fund raiser. The artist agreed and sent to Dick the original. Dick proposes selling commemorative copies of the painting with a scrap of the Little Gee Bee fabric.
 - Dean Ziegler, a friend of George Bogardus, has been cataloging the many photos, etc in the Bogardus archives.
 - Restoration of the Little Gee Bee stalled during the summer months, but is getting underway again. DickV has contacted the Smithsonian. They may be interested in displaying it in a new area of Homebuilt aircraft at the new Udvar-Hazy (Dulles) museum.
 - Dick would like to build a team of 'captains' to take over responsibility for organizing specific tasks or areas of the Gee Bee restoration. He'd like to start with getting work parties organized around the captains. Work will continue on Saturday afternoons.
 - JennyH informs us that a local legal case -- a ground movement accident out at Dietz Airpark -- will be resolved on the Oct 6 'Judge Judy' TV show.

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

4X232

N88793

GRAND CENTRAL AIR TERMINAL

7P

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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 (\$2500 for chapter members!) takes it all!** Contact Rion for viewing -- 503-646-8763 (eve), 503-670-1144 (day), 503-720-9394 (cell)

B & C Starter -- Just purchased new B & C starter for my IO-360 M1 engine and find it will not fit with Bendix injector servo (horizontal induction system.) \$550 (you save shipping cost). Len Kauffman 503-885-1920 or lakauf@comcast.net [01/05]

FOR SALE — Pacesetter Propeller Works, LTD. Includes Carving Machine (tracer lathe), Hub Tracker, Inventory of Hub extensions (4,6 & 8 Lycoming), All patterns (Cassidy designed), glue beams & clamps, finish work table. Please contact Keith at 503-628-0547 [01/05]

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]

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 philip@OregonMedia.com or 503-201-4896

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

Bill Esther Engraving — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html ecaps.1@juno.com or 503-851-6375

Editor's Notes

Benton Holzwarth

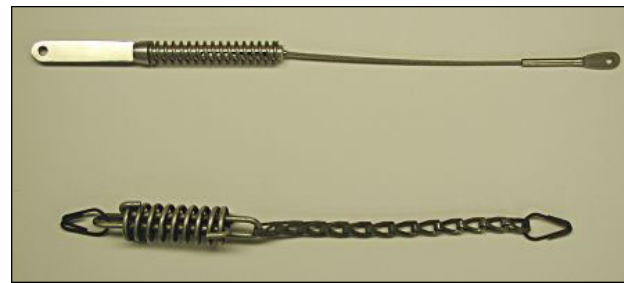
The summer is rapidly winding down. I can tell — Brent's Fly-In calendar has dwindled to one column. 'Twas a good year. Lots of great weather.

Our chapter lives on the volunteerism of many folks. I wanted to acknowledge Charles Rice, who has again stepped forward, this time to assist with the paper edition publishing, 'tho he's based in Seattle now.

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



Brentz Enterprises — Tail Lynx — Tail steering springs made from aircraft-grade materials. Small, strong, streamlined and all Stainless steel. Now available through Van's Aircraft — www.vansaircraft.com or 503-678-6545



“Contact!” Chapter Officers and Staff		
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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?): ___




Next Meeting VAF-Home Wing / Chapter 105

- An Annual Condition Inspection on Randall Henderson's RV-6
- Thursday, Oct 14 @ 7:00 PM
- H10 – Randall 'n Brent's Hangar
- 503-577-6153
- Map/Info – Pg 5

* The Breakfast Volunteer List has moved to the front page.

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

The Leader In Recreational Aviation 

To:



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