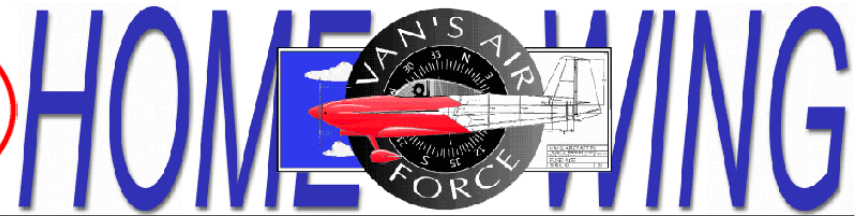


Experimental Aircraft Association

Chapter 105 Portland, OR

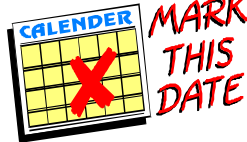
Twin Oaks Airpark—7S3 www.EAA105.org

The Purpose of EAA Chapter 105 is to Promote Aviation Education, Construction, Recreation and Safety for Enthusiasts of All Ages.



Next Meetings

- **Apr 14th** — Chapter Meeting: Visit to Randy Lervold's RV-3B project in Camas, WA.
- **Apr 21st** — Board Meeting: 7:00 PM; Baja Fresh, Scholl's Ferry Rd.



Newsletter Deadline — Apr 16

- Newsletter article contributions and ads are welcome anytime, but may be held to a later issue if received after Apr 16th.

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122.75

J. Rion Bourgeois, Chapter President

Hangar News

I am happy to announce that the chapter has entered into a long term lease with the Starks for two hangars in their new row of T-hangars. The chapter will be leasing G-1, an end hangar, and G-3, the adjoining T-hangar. The wall between them has been omitted so that we have one large space. The plan is to make tenant improvements to make it more useful to the chapter as a project hangar. Chapter member Tom Louris, who is an architect, has volunteered his time to draw up plans. A chapter improvement committee has been formed. We plan to insulate it, heat it, add windows and lights, electric circuits, and a loft. We also plan to install an air compressor, drill press and other typical power tools. We will also have work benches, cabinets, sofas, chairs, refrigerator, coffee maker and the usual hangar amenities. Those who might be interested in assisting feel free to call me.



Potential uses are for chapter members to rent space to work on their own projects, either from the get-go, just the finishing stage, or for annual maintenance, and for chapter projects to be worked on by chapter members or youth groups. The chapter currently has a vibrant project going on at Dick Van-Grunsven's shop at Sunset Airpark. When the Little Gee Bee is finished, we may find another project to keep that momentum going in the new project hangar. Those members who have been working on a project at home and find it time to move it to the airport would not need to outfit their own han-

gar with a shop to finish it: they could rent space from the chapter and move it into the heated chapter hangar for the final steps before the first flight. Those who don't have space at home for a project

Breakfast KP Duty

Saturday, April 2nd, 2005

7:00 AM	9:00 AM
Dave Lowry	Phil Mandel
Ted Marks	John Mates
Brian Moentenich	Charlie Nicholson
Ron Poe	Brent Ohlgren
Tony &	Ross &
Toni Prutch	Terry Phillippi
Ron Singh	Michael Psiropoulos
Laird Smith	Bob Stark

Saturday, May 7th, 2005

7:00 AM	9:00 AM
Tom Lauris	Stephen Rosenstock
Ken Rentmeester	Paul Runyan
Mike Robertson	Sam Salzman
Leejay Robles	Mike Seager
David Salesky	Phil Spingola
Terry Smith	Doug Stenger
Chris Stone	John Tainter
Al Strickfaden	Jake Thiessen

Note to Volunteers who cannot serve: Please arrange replacements for yourselves, or contact Len Kauffman. lakauf@comcast.net or 503-885-1920

could rent space from the chapter, space permitting, and build their entire project at the airport. Chapter members looking for a comfortable place to do their annual inspection or get their prop balanced could bring their aircraft to the chapter project hangar for this purpose. The hope is that with a project or two underway, the project hangar will become a weekend destination for chapter members to drive or fly into, have a cup of coffee with their fellow chapter members, and mess around with airplanes. We have a wonderful opportunity: time will tell what develops.

We owe our ability to make improvements in large part to the generosity of George Bogardus. His bequest to the chapter is the largest source of our hangar fund. As for the rent, we intend to continue to hold the monthly pancake breakfasts as a fund raiser. The Starks are still leasing us space in the old breakfast hangar but just for the first Saturday of the month, plus two additional days for our traditional Poker Run and pie auction. The chapter library is still up at the breakfast hangar, but will be moved down to the project hangar when the loft is completed.

In sum, we expect all of our traditional activities to continue, as well as grow new ones. It is the beginning of something new for the chapter. I am confident we will continue to grow and prosper.

Threaded Static Port Fitting

Mike Linse

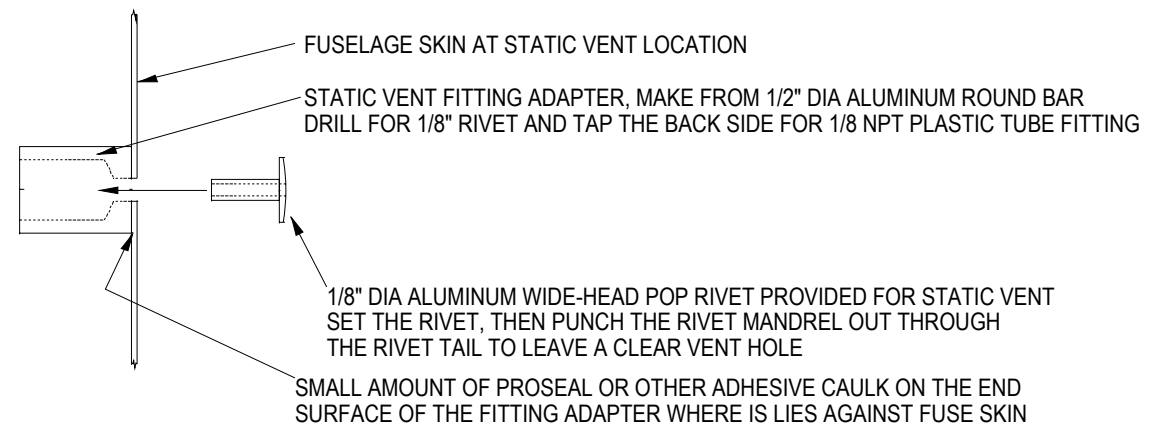
"Stock" RV static vents are connected by pushing the static tubing over the tail of a partially-set pop-rivet, and then applying sealant around the connection to hold it in place.

I wanted to be able to use threaded tubing adapters to connect my static vent plumbing to the vents. To the right is shown a simple adapter that can be installed onto the inside of the vent to provide a 1/8 NPT female fitting that can receive a threaded fitting for the plastic static vent tubing.

I think it's more secure and still quite simple, and the resulting connection is easy to separate and reassemble if needed.



AN RV STATIC VENT INSTALLATION THAT PROVIDES FOR ATTACHMENT OF A STANDARD 1/8 NPT TUBE FITTING



MIKE LINSE
RV6-A
CORVALLIS, OREGON

Stuck on Orcas Island

Randall Henderson
Story and Photo



All this nice weather and still the only flying I've been doing is between HIO and our part time home north of Seaside. So here comes the wife's birthday and it's a sunny Sunday afternoon -- we HAVE to go somewhere. We throw a few things into the plane, depart Seaside Municipal, and turn north for Eastsound.

The skies are clear and beautiful but bumpy as hell down low and 25+ knot headwinds up high. I usually don't mind a little turbulence if it means better winds, but I don't even have to ask what the preference is from the right seat, I just head for 8500 where the bumps taper off along with the groundspeed. Oh well, more time to enjoy the view.

I never get tired of the view coming in to the San Juan islands. I'm Oregon born and raised with real webs between my toes, and with all the neat places I've been I still can't imagine living anywhere else. Still... I could sure see moving up to one of those little islands on Puget Sound.

Back to business: throttle back, stay high in the pattern and turn final over the water (noise abatement y'know), oops a little low now so give her some power... hmm, a bit of a stumble, what's up with that? Never mind, its going okay now, compensating now for some gusts, ouch, hit a little hard and bounced, arrest it with power - - hunh, where's that power? There it is, kinda late and just before plonking down again, this time for good. That was wierd. Pulling off the runway and spit.. sputter... die. Huh?

She starts up again with the starter but very rough. I taxi up to the tiedown and play with the engine controls -- fuel quantity good, selector Right/Left, mag check, fuel pump on/off, mixture... hmm, it runs good with the mixture halfway out, lousy with it all the way in, won't quite quit all the way out. Okay enough messing around, I pull it out to idle cutoff and when it won't quite die, kill it with the mags.

Time to take stock: We're stuck on an island with few services on a Sunday with a bum engine... I turn to Jeanne and tell her "Well, it looks like we're going to have an adventure!" She's concerned about the plane but neither of us will be too upset if we have to spend an unplanned night or two on Orcas Island. She happily heads into town to look at galleries and scope out potential overnight lodging, leaving me to work on the problem with my beast. I am a bit concerned myself of course, and I'd like to go wander around town. But there are worse things than spending a beautiful day at a nice little airport messing around with your airplane!

Only problem is, I've got no TOOLS! Kicking myself for forgetting to put the emergency toolkit back into the plane after the last annual, I manage to get the cowl off (at least I have my Swiss Army knife and its Phillips head screwdriver attachment). Unfortunately there's nothing so obvious as a slipped or busted mixture control cable or arm like I'd hoped. There is gas dripping out the drain hole in the airbox but I'm clueless as to what that might mean. I'm sure many people reading this already know what it was, but I have to admit I'm still a bit "challenged" when it comes to all that engine stuff.

So here comes the hardest part.... I have to go ask someone for HELP! How emasculating -- I built a whole AIRPLANE for gods sake, and now I have to go begging not only for tools but for someone who knows more about

New ToolMeister, Pro-Tem

ToolMeister Amit Dagan has found new work that will be keeping him out of town much of the time. Thanks Amit for manning the post for so long.

At least temporarily, Mike McGee will be taking over the post. Chapter tools should be borrowed and returned through him -- contact Mike at 503-534-1219 or 'jmpcrftr@teleport.com'.

Volunteers needed for NWAAC Fly-In at McMinnville

The contacts for the NWAAC Fly-In are:

Carmen Eastman
eastman123@comcast.net
360-892-1817

Judy Newman
MMVairport@aol.com
503-472-8805

The next meeting will be held at 7:00 pm on Thursday, April 21st at McMinnville airport in the pilot's meeting room above the central hangar.

Each year this event has gotten bigger with a correspondingly greater need for more help from volunteers.

Volunteers are needed for all sorts of functions such as Media, Airport Operations, Hospitality, Vendors/Exhibits, Admissions, Traffic/Parking, and Facilities.



Randall offers this view of the strait and the San Juan islands.

carburetors than I do.

After poking around a while I get lucky and run across a mechanic, name of Wayne Munich, who works for Island Aircraft Services, the one and only maintenance shop on the field. He's working on his house/hangar (some people have it rough, don't they?) and at first he's reluctant to break off what he's doing. But he loans me some tools and by the time I'm halfway back to the plane, curiosity has got the better of him and he's right on my heels.

Funny how the place seemed deserted when we first arrived, but by the time we get the airbox off there's an audience of 6 local pilot-types standing around giving 'helpful advice'. Looking up into the throat we see nothing obvious, so Wayne tells me to turn on the electric fuel pump.... low fuel pressure and gas dumping on the ground. Now do you know what it is? I'm still standing there with a stupid look on my face but Wayne simply says "stuck float". Oh yeah.

We try a few raps on the carb body but no luck, so we split the carb and find that the float is a little offset to the right, and there's a little rub mark

on the right side float, with a matching one on the float bowl, near its "down" position. For other 'challenged' folks, picture a toilet with the float stuck down... water keeps flowing in until it goes out the overflow, and keeps running even after the tank fills up. It's the same thing here, essentially flooding the engine at low power and idle settings.

My best guess for the cause is that when I adjusted the float level a few years back, I must have tweaked it sideways a bit and it's been rubbing ever since, but never quite "stuck" until now. The fix is just a gentle squeeze to re-center the float in the bowl, and after a test run, I have the cowl all but-toned up and ready to go, about two hours after we first touched down.

Not too bad... and there's still time to go track down the birthday girl for dinner at Bilbo's before flying back at dusk with a fantastic tailwind at 9500 feet.

[If the idea of a longer stay in the islands sounds interesting, note the classified ad in this issue for a house available on the airstrip at Roche Harbor on San Juan island. It comes with a 'loaner' car and foot traffic on the inter-island ferry is free — Ed.]

Check out Stark's Twin Oaks Airpark's Web Page —

www.twinoaksairpark.com



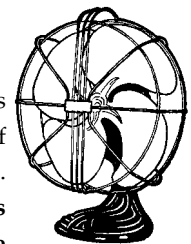
Chapter 292 – Independence is hosting an AeroElectric Connection seminar with Bob Nuckolls April 2-3

Check their website (<http://www.eaa292.org>) for details.



Watch That FAN!

With the fly-in season upon us, it's time for a reminder: be considerate of the airplanes you're parking near. **No one is impressed by another's use of a burst of power to pirouette into a parking space, not when it throws grit and dust onto everything in the area.**



At events like our RV-Homewing Fly-In, especially, there are teams of folks detailed to help carefully move and turn planes into their spaces — just give them a moment to get to you. Everyone will be happier.

Meeting Coordinator:

Randall Henderson

503-297-5045
Randall @edt.com



February 2005 Meeting

Program: Randy Lervold's RV-3B

**Address: 5228 NW 14th Circle
Camas, WA**

Date: Thursday April 14th, 2005

Time: 7:00 PM

Phone: 360-817-9091

The April meeting will be at the home of Donna and "repeat offender" Randy Lervold's house in Camas. Randy's first plane was an RV-8, but he must've gotten tired of all that whining from the back because he sold it and is now building an RV-3. Work on the tail and fuselage is pretty much complete, and he's working on the firewall forward. (Wings are QB and will be wrapped up before installing on the fuselage.) For a preview, check out <http://www.rv-3.com>.

From Portland

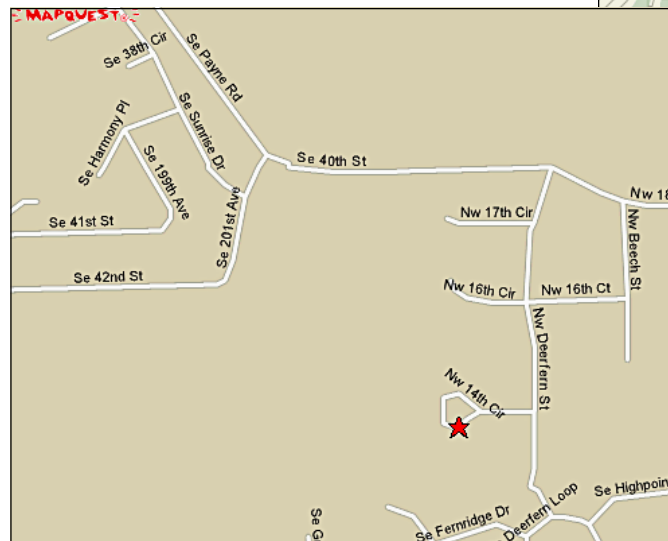
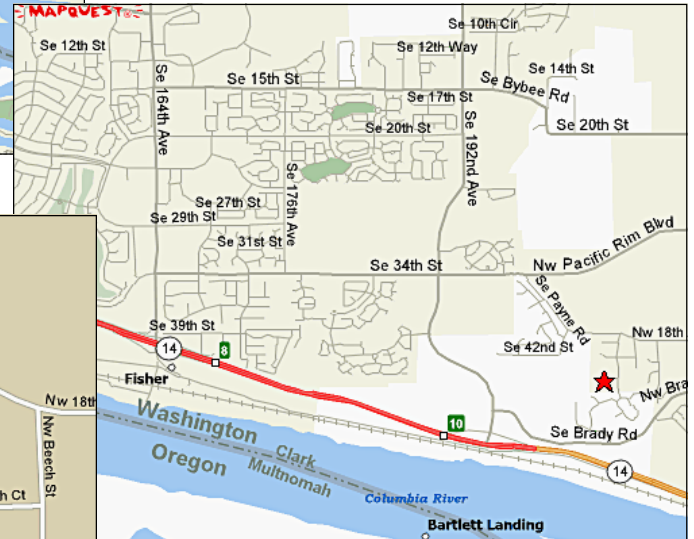
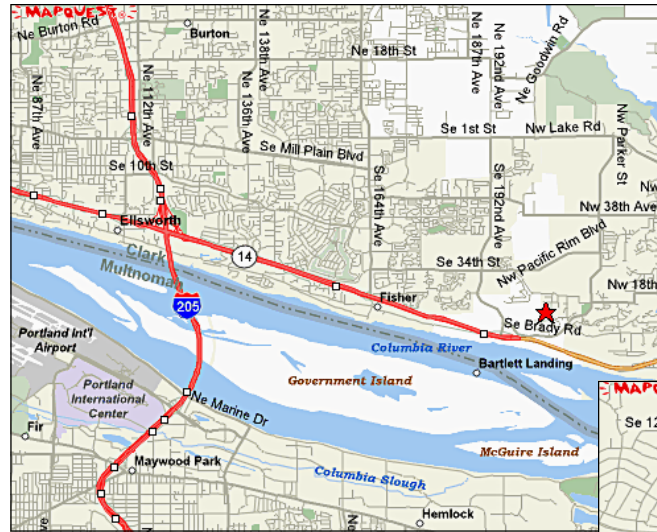
Take Hwy 14 (on the Washington side of the Columbia river) east from either I-5 or I-205.

Take 164th St exit, left at bottom of exit (north)

Right on 34th at top of short hill (east).

Go approximately 2 miles, turn right on Payne Rd. Wind up the hill until Sharp is on your left.

Turn right on Deer Fern (entrance to Knight's Pointe



subdivision). Take third right, NW 14th Circle, last house at bottom of hill.

From the Air

Evergreen Airport (59S) is nearby. Call ahead for ground transportation.

Future Meetings—Tentative!

TBA!!!

About the meetings

Meetings are the second Thursday of the month, starting at 7:00 PM, unless otherwise noted, and are typically at the site of someone's experimental aircraft project or hangar.

IMPORTANT: The Van's Air Force Home Wing and EAA Chapter 105 newsletter is in no way a publication of Van's Aircraft or any other corporation. All products reviewed or mentioned are not necessarily recommended for use by the Home Wing or EAA Chapter 105, but are included for informational purposes only. All building or flying tips represent only the means by which the builder whose name is associated with the tip chose to build or fly his/her aircraft. Builder's tips are not meant to replace the plans and instructions from Van's Aircraft or any other company. All information is presented only as a source of information, and this newsletter is a forum for exchange and the sharing of ideas and construction methods only. NO responsibility or liability is assumed, expressed, or implied as to the suitability, accuracy, safety or approval thereof. Any party using the suggestions, ideas, or examples does so at their own risk and discretion and without recourse against anyone. The editors of the Home Wing and EAA Chapter 105 newsletters and the builder's tips submitters are not responsible for any product, incorrect construction, design failure, unsafe aircraft operation practice, nor any other peril. Any material printed within may not be reprinted without specific permission, and then should include credit to the original source and author. The Home Wing and EAA Chapter 105 newsletter is published monthly. A complimentary issue for new builders is available upon request. Mail or e-mail all subscriptions, ideas, tips, tricks, and articles to the newsletter editor.

Little GEE BEE Progress

Photos Jerry VanGrunsvan and
Benton Holzwarth

Progress continues steadily on the Bogardus Little GEE BEE restoration. The wings are nearly ready for covering and good progress is being made on the fuselage. More photos appear on pg. 10.

In these photos: Martin Koxxy, and Jerry and Stan VanGrunsvan study the photos taken as the ship was dismantled to guide the reassembly.

Ken <last name?> and Dick VanGrunsvan attach the leading edge aluminum.

Jerry V and Phil Duyck crimp the cable sleeves for the elevator cables.



Chapter 105 Flight Instructor Listing

Along with the Tech Counselor and Flight Advisor lists on the chapter website, we're adding section for our chapter flight instructors. If you'd like to include your name on our new list, forward your information to our web-meister, randy@romeolima.com. Please include skills (Instrument training? Tailwheel transitions?) and the airstrips you work from, along with your contact information.

And when considering flight training, do consult our list for instructors who may be best able to cover your type-transition needs.

AN EVENING AT VAN'S AIRCRAFT FACTORY

Benton Holzwarth

Photos: Jim Hoak and Benton Holzwarth

The Usual Business

The meeting opened with the usual business -- updates on upcoming meetings: Next month we'll have a look at Randy Lervold's RV-3B kit coming together and Randall's working to set something up with the program manager for Burt Rutan's SpaceShipOne. Then the introduction of guests: the turn-out is always heavy for our annual visit to the Van's Aircraft factory in Aurora, pushing towards 100 folks this time, and there were several new prospective, and returning members. Even if you're not building an RV -- and especially if you are -- it's fun and interesting to see the machinery that turns them out. There were several guests and new members attending and some achievements: Randy DeBauw is at



Upwards of 100 folks, perhaps more turned out to enjoy Van's Aircraft's hospitality.

the paint stage on his RV-10 and is aiming to have the first customer ship flying and is planning to fly it to Sun 'n Fun.

Presentations

Tom Green can usually be encouraged to say a few words, and this time was able to show some of the new items for sale by Van's, like cowl piano-hinge wires with welded-on locking tab, fiberglass gear-leg fairings, jacks for lifting RV wheels or a slick throttle lever quadrant -- items that seem to come out of the creativity of local builder shops. How about locking gas caps that retrofit into the stock installation with no modification. [Note, one doesn't have to be building an RV to shop Van's -- I've ID'd several components, like rod-end bearings, that are common with my bushplane project that Van's sells substantially cheaper than 'Spruce, and I can save shipping time and costs by popping down to the factory. Check their on-line catalog! --Ed.]

Rob Hickman updated us on his product line. In addition to the Advanced Flight Systems engine monitors he developed, he's now taken over the 'Proprietary Systems' Angle-of-Attack indicator line.

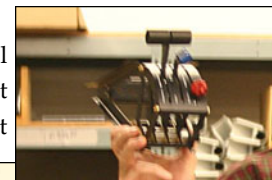
Then, in a surprise announcement Dick gave a few details about Van's latest project, working on an entry for the new LSA (Light Sport Aircraft) category. [Some information is also now on the Van's website -- <http://www.vansaircraft.com>.] Dick (with Ken Krueger giving cues from the side like a bidder at a high-brow auction)



Dick VanGrunsoen announces to the assembled group that his company is pursuing an entry in the LSA category.

gave out a few details: It will be a clean-sheet design, to get to the weight requirement

rules out adapting any of the existing designs. It will probably use the Rotax 912/912S engines, though the Jabiru was also considered. They'll offer it as a kit first, since that's the industry they're most adept at, and consider assembled ready-to-fly craft later.



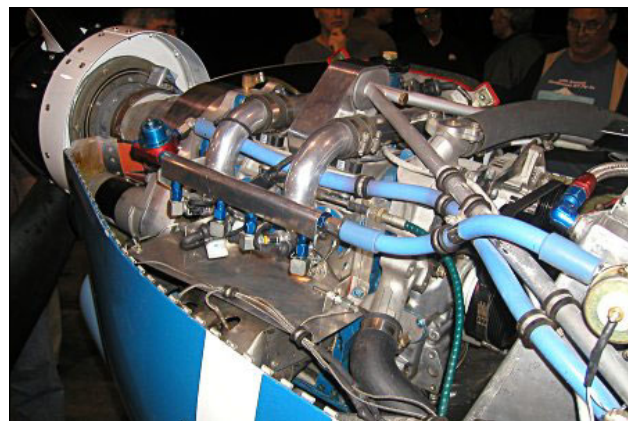
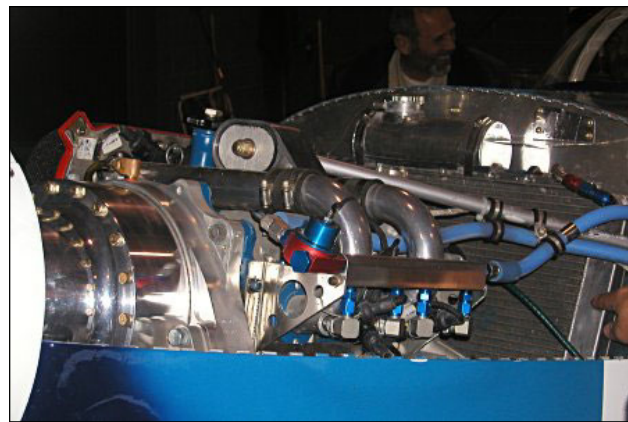
Tom Green shows off some of the new items being added to the catalog.

It will be a low-wing, all metal, tricycle gear craft. It will probably lack the 'aerodynamic refinement' of the faster RVs since this speed range doesn't require the cleanliness and it equates with simplicity, for example, it may call for round-head rivets rather than all flush rivets.

They're working on the Proof-of-Concept craft now. No first-flight or customer availability dates were offered.

Special Guests

Though they didn't have a presentation, per-se', two pilots -- James Clark and Jerry Gustafson flying their RV-8s, N559JC (in blue) and N838SJ, respectively -- were up from Napa, California to show their Powersport Rotary-powered planes. Building essentially identical craft, they were able to work as a team to overcome the difficulties of installing and fine-tuning their engine installation. Both were available to discuss at length the details of their projects. Sorting out the engine installation took about as long as building the airframes -- about three years for each area.



James Clark, flying RV-8 N559JC and Jerry Gustafson flying RV-8 N838SJ came up from Napa, CA to visit the Van's Aircraft factory and were available to talk about their projects at the March meeting. Ken Krueger discusses induction details with the owner.

"It's a new airplane"

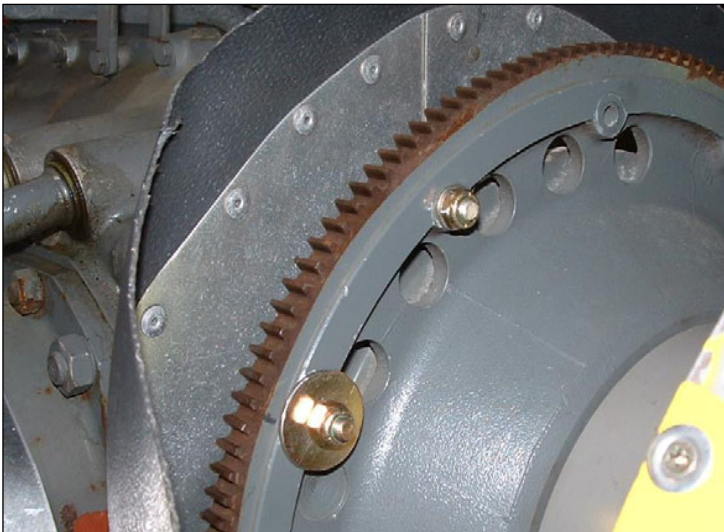
How smooth it is!

Mike McGee

Text & Photos

The new chapter 105 prop balancer is starting to get some use and what a difference it can make. As one of the "Trained Balance Technicians" (Randy Lervold, Randy Griffin, Rob Hickman, Mike McGee), I spent some time last weekend working my RV-4 through the paces of dynamically balancing its prop. It seems I now have a whole new airplane.

I don't want to start by blowing this out of proportion so here's the numbers. I pulled all the old balance weights from the spinner so I could see what the "bare engine and prop" measured. I removed approximately 13 grams of screws, washers and nuts from a balance session several years ago. I then strapped on the balancing sensors, routed the cables into the cockpit and plugged in the balance computer. Starting the plane and giving it



Balance weight applied to the Lycoming flywheel's existing holes.

some time to warm up I watched the vibration level settle in to a pretty rough 0.233 inches per second. With a fixed pitch prop I couldn't run it up to full rpm so I used 1500 rpm as my target. Keep in mind I had removed the old balance weight so at this point it was rougher than what I had been flying but it was typical of what you might find on an engine and prop that had never been dynamically balanced.

I installed an initial amount of weight that the computer called for. This is so the computer can learn the effects of x number of grams of weight installed on the existing holes in the Lycoming flywheel. The Lycoming flywheel has equally spaced holes in the perimeter every 30 degrees. Using these with AN4 bolts you can split and proportion your balance weights to provide a very precise balance solution for your engine and prop.

I fired up again and ran through the measurement routine. A new solution was presented by the computer and I changed the balance weights as called for. The next run produced a very noticeable difference in the vibration level of the plane. This wasn't just "hmm, I think that feels smoother.." it was "wow, that's completely different!"

Since it was just me and the plane and I wasn't in any hurry I ran through a bunch of different balance solution to see how low I could go. I needed the practice anyway since I'm supposed to know what I'm doing. Six or seven rounds later I accepted that what I had been told in class was true. After three runs you can rarely get it significantly better and will bounce around from your best number to oops too much to oops too

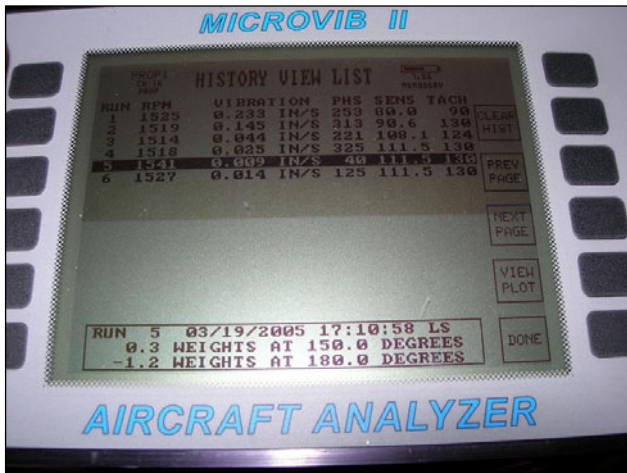


Polar plots of successive balance runs. Once you're inside the smallest circle you're just shooting for bragging rights.

much again then back to where you were. So, three or four runs is what our standard is for a prop balancing session. We work at it until it's in the range where any improvement won't make any difference.

The end result was a balance run of 0.009 inches per second. That's a 96% reduction in vibration and a huge difference in the feel of the plane. Once again to be fair, I did remove 13 grams from a balancing session a few years ago so what I'm flying with now is not quite as dramatic as the numbers show. Total weight added from bare was 26.8 grams spread across two balance holes. About double what I had been flying with.

If you're interested in getting your engine and prop balanced look one of us up and schedule a balancing session. Note that this is for EAA Chapter 105 members ONLY. So if you're not a member of 105, this is a great excuse to join! A balance technician is required to handle the equipment and take the measurements. For an



experimental aircraft the owner, individual with the repairman certificate, or an A&P are required to add the prescribed weights and make the appropriate log book entry. For certificated (non-experimental class) aircraft the balance weights and appropriate log book entry need to be added by an A&P.

Smooth(er) flying
and blue skies, Mike



Photos continued from pg. 6.
Ken checks spanwise straightness, sands to even.

A MILESTONE — The wing is fitted on; Jerry V and Phil D routing elevator cables; Martin K fits the aileron cable exit fairing.

The aileron: open (fabric) bays with aluminum leading edge; Dick V checks the fit; Tom Story wrestles with control stick cable fittings.

Chapter Calendar

Apr 2	Pancakes & Grits Breakfast at Twin Oaks
Apr 14	Chapter Meeting: Visit to Randy Lervold's RV-3B project, Camas, WA
May 7	Pancakes & Grits Breakfast; Twin Oaks
May 12	Chapter Meeting; TBA
Jun 18	Van's Air Force-Homewing / EAA 105 RV Fly-In
Aug 13	EAA 105 Poker Run

Editor's Notes

Benton Holzwarth v2

The flying season is upon us. As soon as our spring — turned back to winter — turns back to spring again.

It's time to clean the camera lenses and start shooting. Show us what you've been up to this winter with your projects and where you've been — contributions to the newsletter are always welcome.



Robert Burton's E-75 Boeing Stearman (N1307N) back-taxis on the grass at Lenhardt Airpark on one of our early spring-like days.

2005 Aviation Calendar

Apr 12-18	Lakeland, FL; EAA Fun 'N Fun Fly-In, 863-644-2431 www.sun-n-fun.org
Apr 23	Skagit Tulip Fly-In and Air Show; Port of Skagit Co (Burlington) 360-757-0011 or www.skagitsasa.org
Apr 29–May 1	Mojave, CA; West Coast Formation Clinic, www.lancairlegacy.com/Formation
May 19-21	Hayward, CA (HWD) Hayward Proficiency Air Race 925-784-7128
May 20-22	Annual Old Fashioned Fly-In; Concrete Muni Airport; Bill Adams 360-826-3139
May 21-22	Fun2Fly—Linn Co. Fair & Expo; Gwen Graham at 503-381-0997 or www.fun2fly.org
May 27-29	Watsonville, CA; Watsonville Fly-In; 831-763-5600 www.watsonvilleflyin.org
Jun 4	Frederic, MD; AOPA Fly-In; 800-USA-AOPA
Jun 6-7	6 th Annual Lake Chelan Fly-In; EAA 424; spot landing, static displays; Jan Liberty 509-682-3741
Jun 10-12	Balloons Over Bend — Bend Airport; 800-899-9882; www.balloonsoverbend.com
Jun 12	Pendleton Air Show; Eastern Oregon Reg (PDT); 541-276-7411
Jun 12	8 th Annual Kelso Wings & Wheels Fly-In; Jim @ 360-925-4531
Jun 12-13	Thunder on the Prairie; Coeur d'Alene, ID (COE); Military, warbird and antiques on display, fly-bys; 208-762-1185
Jun 13-15	Paris, France; Paris Airshow 2005
Jun 17-18	2005 Apple Cup aerobatic contest; Ephrata Muni (EPH); www.iac67.org ; John Coffey john.coffey@cingular.com

Jun 18-19	Gathering of Warbirds, Olympia, WA (OLY); www.olympicflightmuseum.com
Jun 25	Grants Pass Airport Day Fly-In w/ EAA 725 Experimentals, Classics & Antiques; camping; Steve Martin @ samlam60@aol.com
Jul 4	Cascade Warbirds Fly-In; Pearson Air Museum; Pearson Field (VUO) 360-694-7026
Jul 6-10	Arlington, WA; EAA Arlington Fly-In 360-435-5857 www.nweaa.org
Jul 17-18	OPA pancake Breakfast at Mulino Airport
Jul 18-21	Vancouver, WA; ShortWingPiperClub Convention, www.columbiariverswpc.org/ConventionPg.htm
Jul 25-31	Oshkosh, WI; EAA Oshkosh Fly-In; 920-426-4800 www.airventure.org
Aug 5-6	Stearman Fly-In; Cottage Grove, OR, Jim Wright Field; Larry Tobin 253-728-0123
Aug 6-8	Orcas Island Fly-In; dinner fri/sat, b'fast sat/sun; camping; Jim Newland 360-376-2696
Aug 19-21	McMinnville, OR; NWAAC Antique Aircraft Fly-In; www.nwaac.org
Aug 26-27	Beaver State Championship aerobatic contest; Pendleton OR; www.iac77.org CD Greg Howard grhoward@hotmail.com 503-626-8152
Sep 3	Prosser, WA; Prosser States Day Celebration & Fly-In 509-786-3177 www.prosserchamber.org/states_day.htm
Sep 9-11	Hillsboro, OR; Oregon Int'l Airshow — Hillsboro; 503-629-0706 www.oregonairshow.com
Sep 15-19	Reno, NV; Reno Air Races; www.airrace.org
Nov 3-5	Tampa, FL; AOPA Expo; www.aopa.org/expo/2005

Board Meeting Highlights

Your Chapter 105 Board

The meeting was held at Rion Bourgeois' office in Tigard, March 10, 2005, and was called to order at a few minutes past 7:00 PM. Tom Louris, Richard VanGrunsvan, Randall Henderson, Ralph Schildknecht, Jim Mitchell, Jim Pace, Rion Bourgeois, Jenn Hickman, Joe Miller, Mike McGee and Benton Holzwarth attended.

Agenda

- The February minutes were approved as submitted.
- Rion summarized the lease arrangement agreed to with the Stark's for two of the new hangars for the chapter at Twin Oaks. We'll retain use of the 'old' chapter hangar for 14 'uses' per year, to cover our First Saturday Pancake Breakfasts, plus the Poker Run BBQ and Pie Auction events. Rent on the planes hanging in it will revert back to the Starks. Additional days can be had for a reasonable fee if the need arises. The new hangar space will be available for members to work on projects and for smaller gatherings.
- Discussion on plans for new hangar: Tom Louris has been drawing up preliminary plans and talking to Rion and the board about what our goals for the space improvements are, and studying the code requirements.
- BMD (Builder's Motivation Day) (Randy): The event is set for 10 AM, May 7, with HQ at the new chapter hangar.
- Green Lathe (Benton): Phil Groelz called to ask if it had been spoken for yet. It hasn't and the board readily agreed to have Phil take the pieces and see if he can make a working unit from those and the pieces he already has.
- Upcoming meetings (Randall): April, Randy Lervold's RV-3B project; May, working on the visit with the SpaceShipOne program manager.

- Young Eagles: Harvey sent word several weeks back that he needs to step down. Louise Lane says she'll stay aboard to help as she was with Harvey, but can't cover the full task herself. We have a lead on someone who may be coerced into filling the role, and will report when/if they agree. YE Flights are currently scheduled for 4/2 and 4/16.

- Chapter sign (Woody): No news. We're wondering if we might need a sign on the main hangar (if Bob Stark agrees) where it is now, as well as an additional sign on the new hangar?

Open Floor

- Chapter tools: There was some discussion around how and whether to relocate some of the chapter tools to the new hangar, and if so how to keep them safe. Rion suggested that there are 'building' tools (rivet squeezers, scales) that are for building and portable to the builder's site and maintenance tools (compression checker, prop balancer) that are more appropriate for use once the plane is flying, and that it might make sense to split the tools along these lines, keeping the building tools convenient to the ToolMeister and the others at the chapter hangar. No decisions have been made.

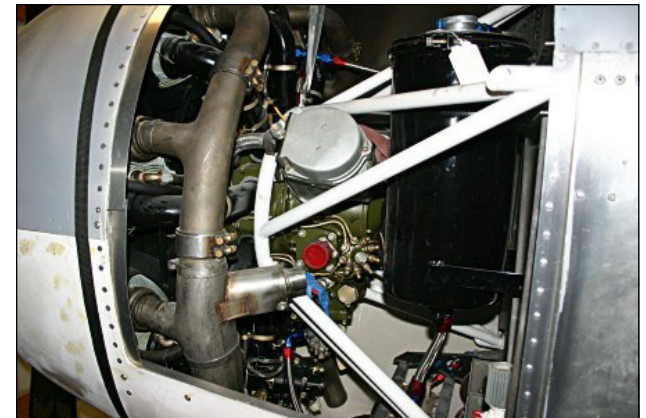
- Homewing Newsletter Archive project: MikeM mentioned progress with the archive project AmitD and he had been working on. Details were few, but it sounds like the effort is nearing fruition.

- Homewing Fly-In report: The event tee-shirt is progressing. (As previously reported) Joe Blank is stepping up to be 'fly-in boss' as Mike's going to be away on the event day.

- Dick VanGrunsvan reports progress on the Little GEE BEE: Restoration is coming along well. The wings are almost finished. The covering materials donations have been pledged [and received, Dick reports following the board meeting.] The canopy and windshield Plexiglas have been donated. The instrument panel is one current

hang-up, Randall has Alodyne to move it forward. Also, the project needs a prop flange to match a tapered shaft A-65 Continental is needed.

The next board meeting will be at 7:00 PM, on April 21, at the Baja Fresh on Scholl's Ferry Rd.



*The Design Group met at Scappoose to look over a **Murphy Moose** project. Its structure is largely together, but a million details remain. It mounts a 400 HP variant of the Russian M-14P. The 'spider' in the lower picture of the engine left side is the air-start distributor. The large black tank is the oil sump. It's a big plane in a barely big-enough hangar. Builders Glenn Cook and his partner plan to use tracks to get it lined up and in straight — it'll have about 6" clearance at the wing tips.*

2004-05 Feature Article Index

This section chronicles our contributors for the previous 12 months (thank you authors and photographers!) and in the January issue provide a complete index to the previous year's articles. —Ed.

April '04

- Dick VanGrunsven / Little Gee Bee Restoration
- Mike McGee / March Meeting: Van's Aircraft at the Aurora Airport

May '04

- Carl Dugger / Chkalov Update
- Mike Robertson / OK, NOW What Did I Do?
- Randy Lervold / A Perspective on Testing
- Mike McGee / April Meeting: Ralph Hudson's Strojnik S2 Motorglider
- Bob Duncan / Balanced Lobbying at the Port of Portland
- Amit Dagan / A Methodology for Planning Your Wiring Process
- Randy Lervold / Window of Vulnerability
- Denny Jackson / Denny Jackson Takes Flight

June '04

- Joe Blank / N6810B's First Flight
- Don Hammer / What I Did on My Summer Vacation: Three Days on Lake Washington
- Jenny Hickman / It's Poker Run Time Again!!!
- Carl Dugger / Excitement Builds for the Russian Visit to Chkalov Days Celebration
- Mike McGee / Getting ready for the 13th Annual Northwest RV Flyin
- Amit Dagan / Do You want To Do It On The Table, Or Would A Mattress Be More Comfortable for You?
- Mike McGee / May Meeting: the Hillsboro Airport — Mike McGee's Alternative Engine Showcase
- Nat'l HQ / Pilot and Actor Harrison Ford Accepts Chairmanship of EAA's Young Eagles program

- Benton Holzwarth / AOPA Fighting for Crosswind Runway at Mahlon Sweet Field, Eugene

- Jess Frost / Benefit Dinner for Chkalov Cultural Exchange Committee
- Bob Duncan / Port of Portland -- Community Meeting on HIO Airport Noise and Helicopter Issues

July '04

- Jerry VanGrunsven + Jerry & Judy VanGrunsven, Paul & Joan Good / Alaska!
- Amit Dagan / NW RV Flyin—"On a Day Like This You Should be Flying."
- Benton Holzwarth / NW RV Flyin—A First-Timer's Visit to the VAF Homewing Fly-In
- Amit Dagan / A Custom Ground Block
- Benton Holzwarth / June Meeting: Dietz Airpark — Ken Scott and Ken Krueger's Scratch Built Pipsqueak Project

August '04

- Mike McGee / The Third Annual Chapter 105 Poker Run
- Jerry VanGrunsven + Jerry & Judy VanGrunsven, Paul & Joan Good / Alaska! Pt. 2

September '04

- Ann Marie Smith / IAC-67 Event Notice!! Earn Your IAC Smooth Patches!
- Marcy Lange / Thank You, Thank You, Thank You
- Randall Henderson / Hillsboro Airshow EAA Flyby
- Randy Lervold + Cassie Lervold / Formation Flying
- Amit Dagan + Gail Dagan / First Flight -- The Toolmeister's RV-7
- Mike McGee + Dunstan Fandel / Aug Meeting: Aurora Airport -- Kent Byerley's RV-9A

October '04

- Carl Battjes / The Joy of Slow and Simple
- Randy Lervold / Formation Flying Materials Now Available
- Benton Holzwarth / Progress Report: Randy Griffin's

RV-8

November '04

- Randy Lervold / New Prop Balancer Program!
- Amit Dagan / WHEN'ZITGONNABEDONE?
- Mike McGee / Oct Meeting: Hillsboro Airport — Condition Inspection with Randall Henderson, Dan Benua and Randy Lervold

December '04

- Randy Lervold / Are You Off Balance?
- Amit Dagan / Phase 2, First Flight or The Next Question After the Whenzitgonnabedone
- Brian Moentenich / A Review of RV Accidents in the Last Year
- Benton Holzwarth / Nov Meeting: Twin Oaks Airpark -- Mike Robertson on LSA & LSP Rules and our Annual Pie Auction

January '05

- Amit Dagan / Thermodynamics and Applied Material Sciences in Plexi-land *or* What Size to Drill the Holes in the Canopy
- Dick VanGrunsven / Little GEE BEE Restoration Project
- Don Hammer / Demystifying the Taildragger (Part One of Two)

February '05

- Amit Dagan / Can You Hear Me Now?
- Benton Holzwarth / January Meeting at the VanGrunsven Sunset Shop: History Lessons and Restoration of the Bogardus Little GEE BEE
- Don Hammer / Making Sense of the Enigmatic Wheel Landing (Part Two of Two)

March '05

- Randy Lervold / Builder Motivation Day
- Benton Holzwarth / February Meeting at Dan & Sun Benua's Shop; RV-10 in Progress & Metal Working Tips
- Randall Henderson / Conferences and the Puyallup Air Fair

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

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Amit's Stuff For Sale + Offered to the Local Group First Check the retail price and make me an offer: Position lights (Aeroflash, non PMA) one green, one red (Wicks 073-0529g12, r12) for 12 Volts; Over-Voltage protection module (B&C OVM-14); Large starter button with special boot (ACS P/N SPB01); Glare shield guard (Cleveland acft tools P/N GSE54); Magneto wires pass through the baffles with this wire seal (two-wire) (ACS #375); Rudder cable fairings (2 pairs, made from aluminum); VHF (Comm) bent whip antenna (ACS P/N 11-00647); 3/32" clecos (silver, from Van's) 1 or 2 hundred; 1/8" clecos (copper, from Van's) 1 or 2 hundred. Amit Dagan 503-292-9780 or amitdagan@hotmail.com [05/05]

Continental A-65 engine — completely disassembled for your inspection. Price is \$5000 firm. All parts have been inspected & yellow-tagged by Premier Aircraft Engines of Troutdale, Oregon. Cylinders are .015" oversized. They have all new intake and exhaust guides, all new keepers, and all new Stellite (100 octane) exhaust valves

(part number 21479). Crankshaft is standard. Cam is new. Case and accessory cover checked for cracks. Everything else has been inspected and found airworthy. Does not include any accessories. Pistons and rods to convert to 75hp are available. Mark Pearson neat1s@yahoo.com or 503 740-3853 [04/05]

RV-4 Empennage — 90% complete. Avery's RV builder's tool set (the big one) with extras including pneumatic squeezer and extra yokes. Clarence Potts 503-670-9060 [04/05]

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

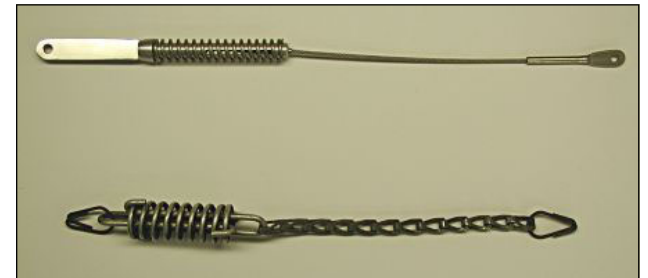
Bill Esther Engraving — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html ecaps.1@juno.com or 503-851-6375

Vacation Home 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 [07/05]

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



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Portland/Twin Oaks EAA Chapter 105

Membership Registration / Renewal Form



Dues: \$20/yr e-delivery of newsletter, \$25/yr for mailed paper newsletter
 Make checks to “EAA Chapter 105” please

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 Canby, OR 97013

For Renewals, indicate **changed** information only
 Check: New _____ Renewal _____
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 Renewing multiple years: _____ yrs, _____ \$ total

Name: _____

National EAA #: _____

Address: _____

Own / Fly: _____

Project (Let us know what you're working on): _____

City/St/Zip: _____

Home Ph: _____

Completed: Yes / No / 90% done 'n 90% to go: _____

Work Ph: _____

Pilot Ratings: _____

e-addr: _____

Additional (help for other builders?): _____

Spouse's Name: _____



Next Meeting

VAF-Home Wing / Chapter 105

- Randy Lervold's RV-3B Project
- Camas, WA
- April 14th—7:00 PM
- Map & Info—Pg 5

Next Chapter 105 Board of Directors Meeting

(Everyone is welcome to attend!)

- Baja Fresh @ Scholl's Ferry Rd.
- April 21st—7:00 PM

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