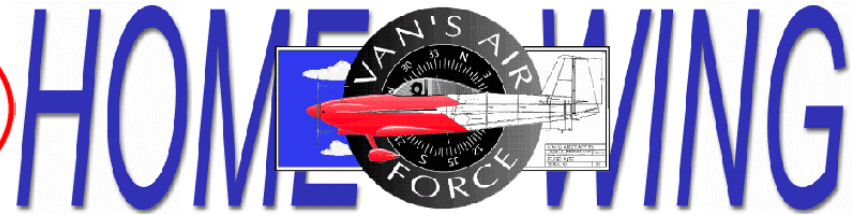


Experimental Aircraft Association

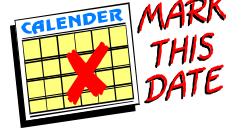
Chapter 105 Portland, OR

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



- **June 9th** — Chapter Meeting: Prop Balancing Demo at the new Project Hangar at Twin Oaks.
- **June 16th** — Board Meeting: 7:00 PM; New Project Hangar @ TwinOaks.
- **Newsletter Deadline — June 18st**
- Newsletter article contributions and ads are welcome anytime, but may be held to a later issue if received after **June 20st**.

In This Issue

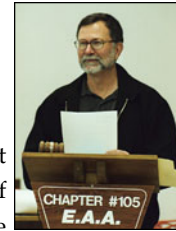
122.75	1
First Flight of N610RV	3
Fourteenth Annual RV Fly-In	6
Next Meeting: Prop Balancing	7
Prev Meeting: Doug Stenger's Shop	8
Allen Duberstein Memorial	9
Young Eagles at HIO	10
Planes, Trains and Automobiles	11
Chapter and 2005 Aviation Calendars	15
Board Meeting Highlights	15
2004-05 Feature Article Index	17
Buy / Sell / Trade	18
Contact! Chapter Officers and Staff	19
Tech Counselors and Flight Advisors	19
Renewal Form	19

122.75

J. Rion Bourgeois, Chapter President

B-17 Report

Despite a major push by Ed Mason, we didn't get much media coverage, I suspect because of the fatal accident the week preceding, so the Fuddy Duddy was mostly on the ramp. However, the members of Chapters 105 and 902 who volunteered to help all had a good time. 54 Young Eagles got rides Saturday and Sunday. Kent Byerley was high pilot with 18, so he got a ride on Fuddy Duddy up to Boeing Field. Steve Miller was second with 8. Stan Van-Grunsven was high pilot for Chapter 105 with 5. Chapter 902 got credit for 41 YE rides, and Chapter 105 got credit for 13. (Kent is a member of both chapters, but more active in 902.) Benton Holzwarth our newsletter editor and secretary was rewarded for his hard work on behalf of the chapter with a seat up to Seattle. 902 chapter president Greg Huber-Mayotte got 902's designated seat because Gary Dunfee, the tour YE chairman, had to work Tuesday. The other three seats were assigned by lottery to the volunteers from both chapters. The lucky winners were



Breakfast KP Duty

Saturday, June 4th, 2005

7:00 AM	9:00 AM
David Sellers	John Pallister
Phil Spingola	Dan Miller
Chris Stone	Leejay Robles
Art Waldall	Paul Runyan
Don Wentz	Peter VanSchoonhoven
Robin Wessel	John Warren
Carl Weston	Terry Wellner

Saturday, July 2nd, 2005

7:00 AM	9:00 AM
Ken Scott	Brent Anderson
Dave Wiley	Martin Baumer
Brian Wilkins	Dan Benua
Jim Wilson	Mike Billiar
James (Mike) Wilson	Joe Blank
Dale Wotring	Robert Brown
Dick Zander	Malcolm Buffum

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

Jim Mitchell (our librarian), Marcy

Lange (former asst. YE coordinator) and Greg Halverson (lucky stiff). Gary Dunfee did get a ride on a local flight on Saturday along with Gary Sparks from 902. Geri Dunfee, Joe Miller, Dunstan Fandel, and an unidentified Vancouver chapter member got to fill empty seats on local flights on Monday. Warren Frame was next in line for an empty seat Tuesday, so he gets the most disappointed award. We will be splitting the net proceeds with

902 right down the middle. Gary and Geri Dunfee worked all day all four days, Joe and Char Miller made their usual commitment, and each chapter contributed approximately the same number of volunteers, so I would have to say that the joint production was a mutual success story. A thanks and a hat tip go to the good folks at Starbucks (on the SW corner of the Albertson's mall complex) who provided morning coffee to help get the crew going, and to Steve Householder for contributing the electricity from the Sheepspen's circuits.

Straight line wasted

Funny exchanges on the ATC frequencies are a frequent source of humor in the aviation magazines. I missed a chance to add to the genre during a YE flight on Sunday. As you may know, HIO is a training tower, so many of the controllers are young and green. I had gotten permission from the young female controller to taxi from parking to Runway 20 with permission to cross Runway 30, but forgot to tell her that I had the current ATIS, which at the time was "Information Whiskey." As I approached Runway 30, she came back on and said "4-romeo-bravo do you have whiskey?" I replied "that's affirmative" and almost immediately regretted missing the opportunity to come back with a zinger. Several have come to mind since. Send your suggested one-liner to rion@att.net and I will print the best in this space next month. (There is no space in my e-mail address: that is an anti-spammer technique.)

Upcoming Fly-out June 11, 2005

The Roseburg chapter has invited us to bring our aircraft down to the Roseburg Airshow scheduled for June 10-12, 2005 for static display at the Roseburg City Airport. Brent Anderson and I are planning on flying down on June 11, 2005 in our RV-4s. Anyone who wants to join the flight should contact me at the e-mail address given above.

BMD 2005 Recap

May 7th dawned with typical May weather in the Northwest... a bit cloudy but no problem for local airport hopping. I'm pleased to report that Builder's Motivation Day for 2005 came off nicely. In all, 16 rides were given by 8 Chapter 105 pilots. Special thanks to our pilots for taking the time... Gary Dunfee, Denny Jackson, Mike Robertson, Jerry VanGrunsven, Dale Wotring, Brian Moentenich, Steve Johansen, Greg Halverson, and Randall Henderson. I think we can all remember how important some direct exposure can be. Thanks guys!!



...Randy Lervold

Dan & Hanna Stark proudly introduce Ava Elizabeth Stark



RV Fly-In — More Help Needed

Joe Blank and the RV Fly-In team are looking for more help making sure the annual RV Fly-In comes together smoothly. Area captains are in place but more team members are needed. See the flyer on page 6 and pick an area you can contribute in — grounds setup, barbeque feed, car parking, plane parking, or tee-shirt sales — and drop a note to Joe Blank offering your help — jeblank@mollalla.net



Randy DeBauw's RV-10 draws a crowd at the June Pancake 'n Grits Breakfast. His 'First Flight' story begins on the next page...

First Flight of N610RV

Randy DeBauw

[I've picked a couple pictures from Randy's construction and first-flight webpage. He has more pictures and video at <http://www.myrv10.com/N610RV> — ed.]

Well are you ready for the story? My day started about 4:30 am. I was up now and can't sleep. I started for the airport at 5:50. When I got there I made one last look over the plane to see if anything had been missed. The plane looks ready. Tim James the owner/builder of the Glastar you can see in some of my photos had written down his recommendations for the first flight. I read through them and wrote down approach speeds and power setting for break-in on a sticky note and placed it in on the panel. Tim had received speeds from Van and Ken Kruger on Thursday and also called Norm at Premier Aircraft the (engine builder) to confirm the power settings.

Back to the day. Tim showed up at 7:00 and after doing a little mixture adjusting on a friend's plane we pulled his



The Zero'th flight.

Glaster out to go and "take a look". As we were about to take off but we had to wait for Van to land on his way to work in the RV9. We took a look around and the ceiling was 4000 ft or so. We are a go for first flight. We rolled N610RV out and I said the good-bye's and received the good lucks and got in and waited for Tim and Rob Hickman to get settled into Rob's RV4. Rob offered to act as a chase plane on Thursday night so he and Tim could check for oil leaks or other problems. What a great help Rob was in the last day's before my flight and now the day of. He also had the digital video camera that Tim will use during the flight. Yes we have in-flight video. You will see it soon.

Back to the flight. I started up and taxied out to the north end of Aurora airport and was noticing very low temps on cyl #6. As I went through the pre flight checklist and mag check the # 6 cyl was dead, no EGT temp to speak of. I decided we needed to check it out so back to the hanger we went. We pulled the top cowl and did a leak down on # 6 cyl and all was well with compression as expected. Our first thought was that the plugs were oil fouled. By this time it is 8:30 and the mechanics from the local aviation shop come down to see what is happening. We tell them we think it is oil fowled plugs and they confirmed they see that very often in rebuilt engines. Their advice is "get in it and go". "You can't burn the excess oil off it until you get some load and heat buildup in the cyl". By then we had got hold of Norm and he confirmed that with the preservative oils that were put into the cyl's for storage and new rings that the I needed to "get in it and Go". So we pulled the lower cowl and cleaned the plugs with brake cleaner and reinstalled them.

By this time the skies have opened up and it is raining hard. We had time. We cowed up the plane and waited. The rain only lasted an hour or so. Tim went back up in

the Glastar to see what was headed our way. Looked good. We saddled up and started off. To save ground running time I did most of my checks on the taxi. All cyl looked good now, good EGT's. I stopped long enough to do a prop check and we were off. I rolled the power in over a long period of time just to keep an ear and an eye on everything. The take-off roll was much longer than normal and just what I wanted. LIFT OFF. What a feeling! You cannot describe it.... 1 year and 8 months and it is in the air painted and looking good. I was a little late on retracting the flaps (a lot going through my head). Flaps up and I climbed out at about 90 kts.

Just a note here on gauges. It dawned on me after the first flight that I never looked at the Dynon for anything but pitch. I didn't even know if the airspeed and altitude were working on the Dynon. I flew strictly by the steam gauges because they were right where I expected them to be and they told what I wanted to know. Interesting. Anyway back to the climb out. I continued as far south of the runway as I wanted and headed on a crosswind leg. First turn felt exactly like 410RV. I continued climbing turns until we made 4000 ft. and level off. High



The panel was built up by the experimental arm of Lancair.

power setting for break-in was 26" man pressure and 2400 rpm for the first 3 hours. We were not going to fly that long on the first flight. We were going to play it by ear.

After 10 minutes or so Rob was asking for temps and pressures. I relayed them and he confirmed we were in the green. I will say the ACS2500 kept telling me to check fuel flow. As it turned out I hadn't set the flight fuel at the same reading as ground fuel. Rob knew what was causing it and said we will program it on the ground. Back to the flight. The plane flies exactly like the factory plane. I would encourage everyone to spend the money and fly some transition training in the 10. I was much less apprehensive as soon as I made the first turn, I know this feel, this response, no problem.

After about 30 min some more showers were headed our way. Rob suggested we head down and wait them out. We had thundershowers all day high winds just before and during then good weather in between. I didn't want to make the first landing in high winds so down we went. I left in the high power all the way to the upwind leg of the landing. Landing was uneventful as you can



The final roll-out — 1593 lbs, lighter than the factory ship.

see on the videos. I taxied up to the video crew and shook some hands and got a kiss or two, then taxied to the hanger where we pulled the top cowl again for a look. Dry clean and ready to go but I was starving. By this time it was 11:00 and I had to make some calls and calls and calls. Rob had to get some work done and Bruce wanted to go back and get the video on the net.

We went to lunch and talked about things. I am going back out to the hanger now to fly some more. I will write about the second flight and anything new tonight. I have about 40 minutes in the air now so you can see that there is more to talk about.

Randy #006 N610RV -- Well so there we were all full from lunch and these very black clouds coming from the SW were heading our way. We pulled Tim's Glastar in the hanger with N610RV. Then put Rob's plane away in an RV9 friend's hanger. We waited out the weather trying to watch the in flight video on the big screen but were not set up with cables to do it.

Mean time the weather was clearing and it was time for trip two. We rolled out the plane and fired it up. The plan was to run at least 2 hours at high power settings again. I headed out and climbed to 4000 ft. above the airport again. Around and around and around, first left hand turns then RH. All the time I kept my eye on some more thunder showers heading to the airport. Well I asked Tim about the wind and he said it was ok but that I should venture out to an airport 8 miles or so east and orbit there some more. We are really running good now and a little change of view was in order.

Well after another 45 min. or so my home airport was reporting 16 kt winds and 3/4 mile visibility and it was heading my way... There was some clear area to the south well with in my 50-mile radius of the airport. So I headed south over farmland with lots of areas to land if

there was a problem. I got a bump or two and tightened the belt to keep from hitting my head but I had already gone through the worst of it and I was coming around the backside of the cell. The runway was wet but light winds. I stayed up another 15 min or so and came down. I was a little fast but it saved me a long taxi down to the south end where Van's Factory is.

Most of them knew I was coming but Van didn't get the message. He was taxiing out in the 9 when he saw me and did a U-turn and climbed out. As he came over he said, "that looks like an RV Grin." It looks nice he said in Van's usual thoughtful manner. I shook his hand and thanked him for such a wonderful kit. Then several of the guys came out to look it over and see the Lancair Panel. They seemed to all like the panel and console. They are always looking at how their kits are completed. It started to rain again and that caused everyone to scatter and was my cue to head for the barn. The second flight of the day added about 2 hours of airtime.

Day 2. Great day to do some more testing. I started with some fuel. This full power thing is expensive. I used \$100.00 worth of fuel yesterday and today may be close



Nothing holding him back now...

to the same. I was at the fuel dock and here comes 410RV out on the taxiway. It took off but I couldn't see who was flying. On Saturday it had to be one of those Van guy's. About 5 min later it landed while I was taxiing out for take off. There we were, 2 RV10's 1 factory 1 customer taking off 1 2. Now that is a first I guarantee. Well they came up along side of me and Ken Scott, Rob Hickman and Jeff the real RV10 builder of that family, was in the back seat. They were getting some numbers for programming the RV10 ACS2500 engine monitor. I worked the engine over for 45 min or so and made my way to Albany, Oregon airport.

They have a convention center on the field and have a fly in this weekend. I am set up on final and this is not a real long strip, not short but not long. I felt I was too fast and felt a go-around was in order. This is only my 3rd landing mind you. Well as it worked out it was very timely. Scott Rison the GM of Van's was at the show with the RV9A and saw my go-around. He thought it was just a take-off. Well he elbowed his wife and told her " there is an RV10 and it isn't ours." Scott's wife was the one who took my money for the kit at Oshkosh 2 year ago.

Oh the go around. The second attempt was good and I spent some time talking to several people I know that were at the show. After an hour and a half it was time to go. I fired it up and headed for home. I was spending some time checking things out on the way back and did some slow flight when it started to rain again. I decided the weather surely will be better tomorrow and I can spend several hours in the air. As it was looking the rain wasn't going to go away soon. So I made my 4th landing in N610RV and they all have been very respectable so far and I hope to keep it that way. Thanks to everyone for the kind words the last few hours. What a ride. Total time 5 hours. Randy



More pix from the June Breakfast: Mike Reese departs in his Grumman Widgeon; love this Fairchild F-24 that comes up from Eugene; Greg Huber-Mayotte (902 Prez) brings his Acroduster-II to the party.

Tom Louris Steps Up as Young Eagle Coordinator



Tom has been providing the chapter with architectural assistance as we work through the planned improvements to the new Project Hangar and has answered our call for YE assistance.

He was spotted this weekend at the Pancake Breakfast receiving pointers from outgoing YE Coordinator Harvey Cheney. (Dang, why didn't I think to point my camera at them?)

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, June 16th at McMinnville airport in the pilot's meeting room above the central hangar.

This event has grown each year with a growing need for help from volunteers.

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



Fourteenth Annual RV FLY-IN

SCAPPOOSE AIRPORT 2005

Sponsored by EAA Chapter 105 - The Homeing of Van's Air Force

Fourteenth Annual RV Fly-In

Saturday June 18, starting at 10:00am

This is the premier RV event of the northwest, and regularly brings 100 or more RVs and Rockets from all around the Pacific Northwest -- examples of every model, and then some! Van's crew will be there (prototypes!), and one or more RV squadrons usually show up and treat us to formation flybys. There'll be vendors, and burgers, and lots of good RV camaraderie. So don't miss out, come join the fun!

We'll be there rain or shine, so even if the weather's sub-par and you have to leave your plane behind, come on in anyway. We can congregate in the hangar, eat burgers, tell flying stories, whatever.

- Airport information for SPB: <http://www.airnav.com/airport/spb>
- More information, contact fly-in leader Joe Blank, jeblank@molalla.net

Attention!

Chapter members (and anyone else who wants) are encouraged to come early (8:00am) and help get set up. We will also be recruiting for help with food, meet & greet, auto parking, t-shirt sales, etc. Please be a pal and sign up for one or two shifts. Everyone pitching in means no one has to spend the whole day working. That way we all get a chance to have some fun!

Procedures (air traffic and otherwise)

Please help Scappoose Airport be a good neighbor and fly the published pattern at the published altitude. No low fly-bys or aerobatics. There will be a Young Eagles event staged from the other side of the field this year, so be extra vigilant (and stop by the Transwestern hangar to fly some YEs if able and qualified.)

After landing, monitor ground control on 129.25. Follow the greeter's directions for parking. Please shut down your engine upon leaving the taxiway.

When departing, pull your plane onto the pavement before starting your engine so as not to blow grass and dirt all over everyone else's planes.

Please keep hands off of, and stay out of, other people's planes unless invited to do so, and keep an eye on your kids to make sure they do the same. These are lovingly crafted machines, and their owners deserve to be able to fly them away in the same condition in which they arrived.

Meeting Coordinator:

Randall Henderson

503-297-5045
Randall @edt.com



June 2005 Meeting

Program: Prop Balancing
**Address: Chapter Project Hangar,
Twin Oaks Airpark**
Date: Thursday, June 9th
Time: 7:00 PM

The June program will be a demonstration and discussion on prop balancing, using the chapter's new prop balancing equipment. Randy Lervold and Rob Hickman will be presenting/demonstrating, on Randall Henderson's RV-6 / Hartzell CS prop. As a bonus, the meeting will be the first chance for most members to see the new chapter hangar.

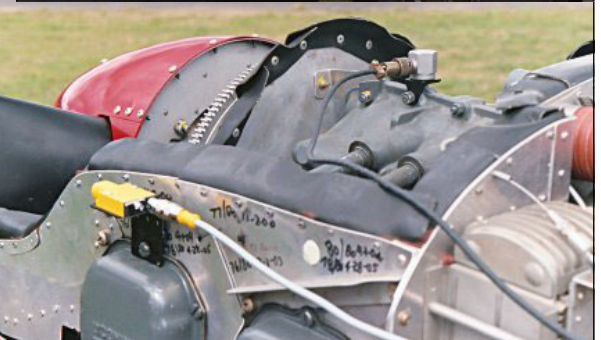
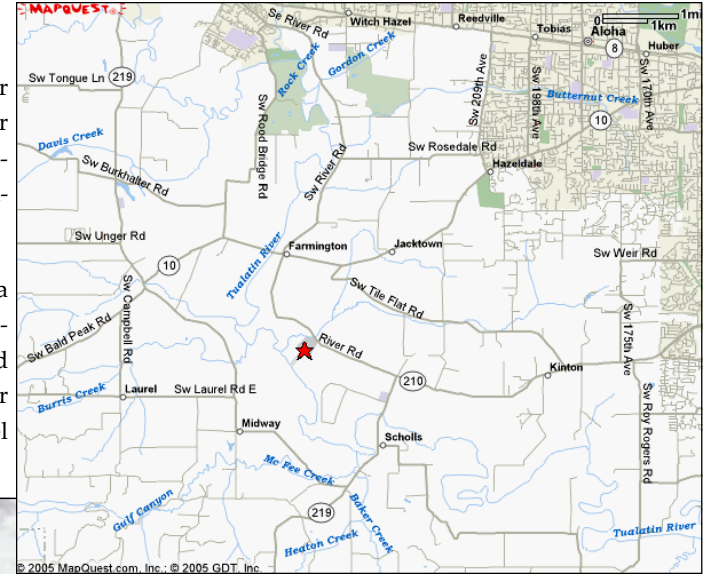
From Portland: Take Highway 217 to the Scholls Ferry exit, go west on Scholls Ferry for approx. 7 miles. There is a flashing yellow light where Scholls Ferry makes a hard left turn to go to Sherwood; DON'T make this left, but instead continue west and you'll be on River Road. About one mile past the flashing yellow light is Twin Oaks, on the left. If you get to the alpaca ranch you've gone too far; if you get to the four way stop at Farmington, you've gone *way* too far.

From Hillsboro: Take River road south. About one mile beyond the Farmington Road intersection is Twin Oaks

Airpark, on the right.

Parking: There's plenty of auto parking in the upper lot. Please park there and walk down to the chapter hangar for this event; do not drive down to the hangar. The new hangar is at the west end of the southern-most hangar bank (end hangar).

From the Air: The identifier is 7S3. Twin Oaks is a "non-standard" airport with noise abatement requirements; be sure to check the flight guide and follow the published procedures. Please park your plane in the transient parking area by the fuel pump, or over on the west side of the runway.



Randy Lervold and Rob Hickman note the results of a run, Randy Griffin applies reflective tape to back of propeller. Photos: Jerry Cochran

DOUG STENGER'S SHOP BANKS, OR

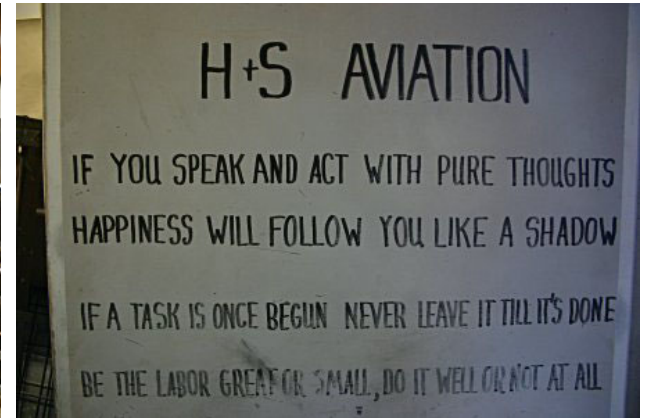
On May 12th we were treated to a look at Doug Stenger's shop, west of Banks, OR. Doug worked previously on A-340s for Eastern Airlines, and brings a wealth of experience and 'pro' techniques to his projects. He described using Hysol (an aerospace-grade structural adhesive) to attach the fuselage sides to the frame of his Harmon Rocket project. The metal is scuffed, but bare, and will be primed once the glued components are in

place. He also uses a hand shrinker and stretcher in lieu of fluting components to maximize the working surface for his adhesive joints.

In addition to the Rocket, Doug also has an RV going together and a Cessna 180 project in progress. He has a large shop area, filled with projects. It looks like he keeps quite busy!



Doug Stenger shared many techniques not typically used by home-builders.



Future Meetings

July 8: Arlington Camping Area <<< Friday

**Aug 11: Open House at Lenhardt Airpark
(tentative)**

**Sept 8: Precision Airmotive presentation
at the Chapter Hangar, Twin Oaks**

About the meetings

Meetings are (usually) 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, written 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.

Allen Duberstein Memorial

The Duck (Don Wentz)

When we learned that Allen Duberstein had passed away at work, we remembered flying with him at the Hillsboro Airshow in 2004. Randall Henderson decided he would like to do a missing-man flyby at an outdoor memorial that was planned. Randall found the pilots to do it and arranged it with the tower, since the memorial was near the airport and in the traffic pattern.

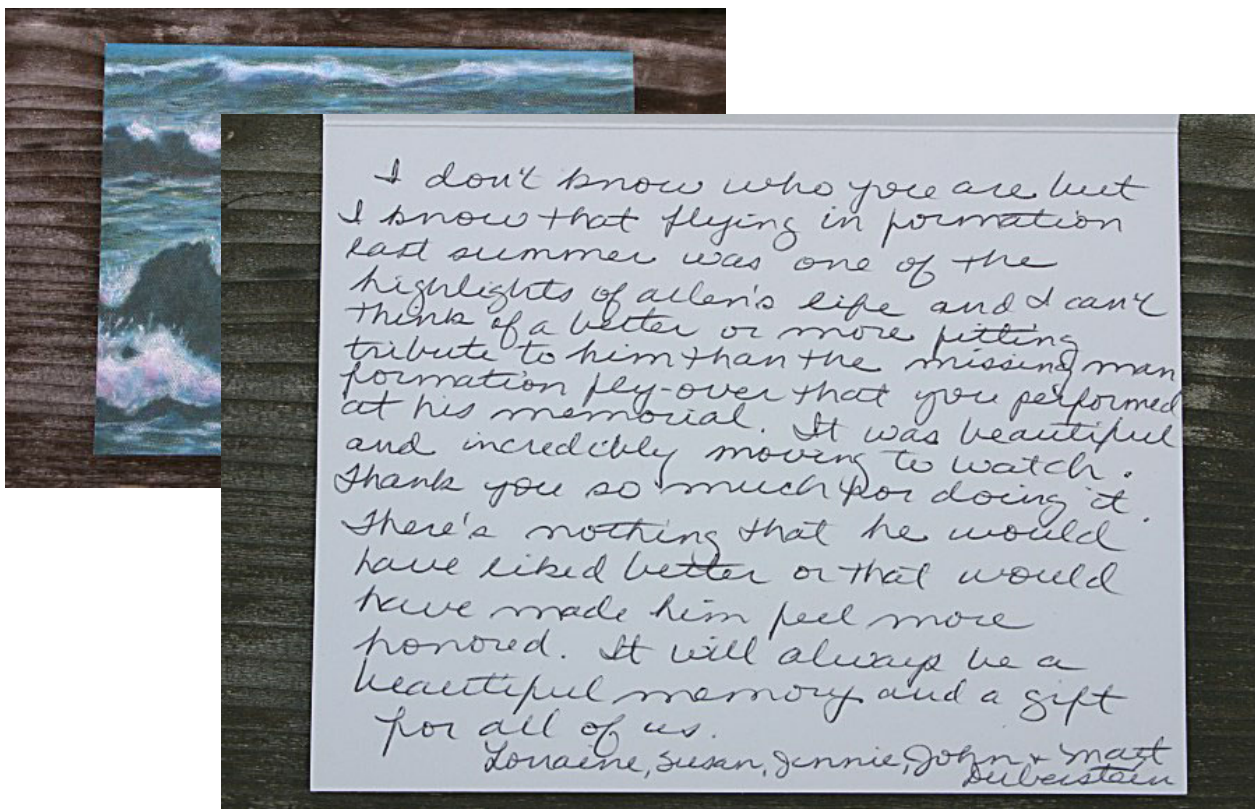
Randall flew lead in a 'Fingertip - Strong Right' formation, with Ken Melvin in his RV-3 on the left as #2 and Jerry VanGrunsven in his RV-8A out on the right as #4. Position 3 being the 'vacant' slot.

They flew some practice runs in the morning and were ready to go, beginning the approach out over the hills south of Twin Oaks.

I was on the ground with a handheld and was able to track their progress, getting the family and friends at the memorial in position to see them coming, including one of Allen's sons on a hill with a video camera.

The fly-by with the gap for the 'missing man' was flown expertly by Randall, Ken, and Jerry, and it was obvious in my observations of the folks watching that it was worth the effort.

This is a note I received from Allen's widow, Lorraine—





Young Eagles at HIO

Gary Dunfee

902's and 105's first joint Young Eagles and B17 event is now moving into the past. I still have the paperwork left to complete and Young Eagle registrations to send to Oshkosh. In spite of some disappointment with the TV stations and newspapers for not providing coverage of the positive things that go on in our communities, a few radio stations chose to inform people of the activities at HIO. I think the news media missed a great opportunity to do something positive for the community. They missed seeing and talking to the veterans that served in the military on military aircraft that were there. On the flight that I was able to fly on, I met the daughter of a veteran who wanted to experience a little of what her father had. She flew proudly with her fathers medals pinned on her shirt, so his presence would be still with her. It was an emotional flight. The media also missed seeing the before and after looks on the kids faces that



we took flying in our small airplanes. There is just no reward greater than seeing a teenager go from a straight bored face to all grins and start listening to every word an adult says. It was a shame that we couldn't share this

love of ours with more families. We were prepared to fly and inspire a couple hundred kids over the weekend. Most of those we flew were late Sunday afternoon and had learned of the opportunity by word of mouth. We flew a total of 54 for the weekend and told many more of the upcoming events. On June 11th at Mulino 902 will be flying YE's and on June 18th at Scappoose 105 will be flying YE's. Chapter 105 has a new YE coordinator and asked for some help from Geri and I. So, weather and maintenance permitting the 2 of us will be at both events.

It's beginning to look like both chapters have a couple more pilots approaching the milestone mark of 100 YE's. We had a couple of new YE pilots this weekend that flew their first YE. I didn't get to talk to them about their experience, but I'm hoping that it left the pilots grinning as

much as the YE's. With the upcoming dates for both chapters it's important for all chapter members to be aware of these dates and locations, then tell all of the people they meet with potential YE's, this means grandparents, parents, coworkers and kids. This is a good place for all chapter members to promote both chapter's activities. The members can't leave this to just their coordinators to locate those that dream of flying, it's too big of a job for just one person, the news media isn't interested in the positive things of life. It's up to each and every person that has a desire or love of flight to tell others. These "little" air-



planes are where this countries future military and airline pilots will find their starting point and roots. Those that move up to the "Big Iron" will always return to where they first started, their first and last love in aviation. These "Little" airplanes are the foundation of our countries security, transportation and success. Now it's your time to be a piece of this countries foundation for it's future. Spread the word...FREE AIRPLANE RIDES for KIDS 7 or 8 through 17, June 11th and June 18th.



Planes, Trains and Automobiles

Benton Holzwarth



What's this B-17 Volunteer Crew thing about?

With the arrival of EAA's borrowed B-17 "Fuddy Duddy" at HIO, I had an opportunity to help our local chapter a bit and accepted a perk in return. The bomber's stay was extended a day, holding over for visitors from Friday through Monday, Memorial Day weekend, rather than departing Monday morning for its next stop at Seattle's Museum of Flight on Boeing Field as



they'd earlier planned. This left a vacuum of scheduled help (the local chapter, 105 and 902 jointly in this case, provided volunteers.) I was able to shift my session from Friday to Monday to help fill the void.

The experienced folks will take a few minutes to make sure you're OK at the task that needs to be handled, and then you're at it. I spent most of my shift helping in the merchandise sales trailer, and managed to wedge the cash register solidly just once before my time was up. Others were stationed at the front and rear hatches of Fuddy Duddy to check for admission-paid stickers and to assist up and down the ladders, or placed inside to help keep pieces of the plane from being 'liberated'. This was satisfying work for me, helping folks on a pleasant day, with airplanes all around.

On Monday, the old bird flew two loads of guests in the morning, then parked for ground tours in the afternoon. I took a few pictures of the engine start-up, and take-off and landing before the other duties began to press.

That about summarizes my shift, helping with the visitors coming to see this bit of aviation and military history. The EAA brings a B-17 to the west coast most every year and our own, Aluminum Overcast, might be flying again by next year. It needs just about another



Far Left: Ray gives the paying customers the safety briefing — insert the tab into the buckle. Above: Gary Dunfee was prepared with a display showing 902's EAA Air Academy Scholarship program.



year, or maybe a little more, work on repairs of the damage inflicted by the landing gear accident a year ago, before it flies again. If you have a chance, come on down and help next time — it's fun and a great chance to see the plane up close and talk with the folks who fly it.

And the Perks –

Any extra seats available on the local flights were offered to the volunteers on hand. With two partial loads on Monday, several chapter folks received rides that weren't expecting them. Fuddy Duddy was circling out towards Hagg lake for its 20-25 minute hops, and Dunston Fandel told of sitting in the bombardier's bubble at the nose, watching the ridge line slide by just a few hundred feet below. I was scheduled to ride up to Boeing Field Tuesday, so yielded to everyone else who wanted a ride.

Tuesday arrived just a little grayer than Monday had been, but everyone was in good spirits and looking



forward to the trip. We were given a 'walk around' tour, with lots of interesting bits of information on this ship, and B-17s and their crews in general and the part they played in the war effort.

This ship is a re-creation of the original Fuddy Duddy which was lost in a mid-air collision during the war. It didn't see combat, but was drafted as General Eisenhower's transport after the war, so has some non-standard upgrades: the interior compartment doors are wood and it had several window ports added. These were later 'metalized', to a more authentic 'bomber duty' appearance, but are still visible as cut-outs in the skin.

Greg Huber-Mayotte and I were belted into the rear seats, just ahead of the tailwheel support structure. This position let us feel the yawing more than other positions in the plane, but it was not the least bit disconcerting, but merely 'interesting'. Also, with the plane pivoting on a stopped wheel for a sharp turn, this position moves more sideways than forward, for an odd view and sensation.

With the engine start-up and taxi-out behind us, and engine run-up completed we took the active (rwy 30) and throttled up. Acceleration was brisk compared to most of my piston-engine experiences, but probably mild if you're more accustomed to the thrust of many RVs. We were quickly off the runway and climbing, and soon entered the clouds for our run to Seattle. Most of the trip was spent at around 6000', IFR, in or between layers. The pilots had explained that they'd run the turbochargers only as required



to avoid carb-ice.

Very shortly after take-off, we were allowed to unbuckle and move around the plane. We had little trouble talking with each other, with or without earplugs -- it's not as loud as one might expect. Even with the admonition of the pilots and crew to remember that we were flying on Memorial Day weekend and to consider the seriousness of the day, we were soon overcome by the affliction that turns adults back into kids as we moved from station to station within the plane, trying to soak up as much as we could in the too-short trip.

The original plan had included a stop mid-way to Seattle to meet with a group of 'Rosie Riveters' but the threat of





the next front catching up with us caused that part of the plan to be scrubbed and we made it a non-stop flight to Boeing Field.

There were few views of ground as we flew up, but the skies cleared slightly approaching Seattle and so we were able to view the sights of the city on the sound. The Tacoma Narrows bridge (and its airport) were easily visible landmarks.

Circling around for a landing to the south, we dropped into Boeing Field. There was something of a crosswind; the crab and the pilots efforts on the rudder were apparent from my seat, again just forward of the tailwheel. Back at HIO, during the walk-around, the pilot had pointed out that the plane was (obviously) a tailwheel



plane, but then directed our attention to the relative size of the rudder. It is small in proportion, compared to most other TW planes, and his point was taken -- this is not a plane with tremendous rudder-authority for conquering stiff crosswinds. But all was well, and a perfectly acceptable landing was our reward. Once shut down, we were disembarked at the Museum of Flight's gate, the next host-location, and entered the museum to spend a few hours before our return trip. The plane will spend about two weeks there, and receive its 100-hour inspection before moving on.

It's been several years since I've been to the Museum of Flight, so was delighted to see the changes. They've added a whole wing of aircraft displays, WW-I planes upstairs and WW-II down, with the planes suspended in



'action' settings, or sitting on the ground in displays, surrounded with information stands showing medals, communication techniques, and all other sorts of flying information -- and two simulators if you'd like to try your hand at taking off or landing a WW-I vintage radial engine plane with huge gyroscopic precession forces. The displays were reminiscent of the Smithsonian NASM, though on a less grand scale than that museum. They were very well done and much enjoyed.

Our group had agreed to meet at 3:45 PM to allow time to travel to the train station. Greg Halvorson was the organized one in the bunch and not only had scouted out the possibility of taking Amtrak back to Portland, but chased down the bus number to get us the couple miles from the museum to the train station. Our train was



scheduled to leave the station at 5:25 and we were there with plenty of time to spare, and soon we boarded and found comfortable seats to ride back. A one-way train ticket from Seattle to Portland's Union Station was about \$31.00 depending on when/how you buy it. Reservations didn't seem to be necessary on this day. Then a quick bus hop, via Portland's 'Fareless Square' from the train station to the MAX line, and a MAX ride to get us back out to Hillsboro to collect up our cars (or Cessna's in Kent Byerley and Greg Huber-Mayotte's case) and we were all headed back to our homes.

Travel on this day: Car; four-engine, 36-piston, 4800 HP, 60+ year old plane; bus; train; bus; light rail and again car. Cash outlay, including food — about \$60 with museum admission. Memories — priceless.

What can you do to get in on this fun next time? Find something you really enjoy doing to help the chapter. Fly lots of Young Eagles. Come help out the next time the bomber visits and draw the lucky straw.



Two more photos from the June Breakfast: John Halle and his partner display the Lancair Legacy. An RV departs.

Dick VanGrunsvon and Louise Lane worked the June 4 session, applying tapes and inspection rings to the Bogardus Little GEE BEE restoration project.

2005 Aviation Calendar

Jun 3-5	Golden West EAA Regional Fly-In Yuba County Airport, Marysville, CA www.goldenwestflyin.org
Jun 4	Langley, BC RV Fly-In tedd @vansairforce.org http://www.vansairforce.org/CYNJ
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 11-12	Roseburg Airshow — 8AM-5PM; Rob Rus- sell — russellhorses@msn.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 24	AirFestival 2005 Medford, OR (KMFR) www.Pro1Events.com/Events/AirFestival2005 1-888-PRO-EVNT (1-888-776-3868)
Jun 25	EAA Chapter 725 — Grants Pass, OR Breakfast Fly-In www.eaa725.org
Jun 25-26	Rocky Mountain EAA Regional Fly-In Front Range Airport; Watkins, CO www.rmrfi.org

Jun 25	Grants Pass Airport Day Fly-In w/ EAA 725 Experimentals, Classics & Antiques; camp- ing; Steve Martin @ samlam60@aol.com
Jul 4	Cascade Warbirds Fly-In; Pearson Air Mu- seum; Pearson Field (VUO) 360-694-7026
Jul 6-10	Northwest EAA Regional Fly-In Arlington, WA, 360-435-5857 www.nweaa.org
Jul 17-18	OPA pancake Breakfast at Mulino Airport
Jul 18-21	Vancouver, WA; ShortWingPiperClub Con- vention, 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 Air- craft Fly-In; www.nwaac.org
Aug 26-27	Beaver State Championship aerobatic con- test; 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

Chapter Calendar

Jun 9	Chapter Meeting — Project Hangar, Twin Oaks
Jun 16	Board Meeting — Project Hangar, Twin Oaks
Jun 18	Van's Air Force-Homewing / EAA 105 RV Fly-In — Scappoose
Jul 2	Pancake 'n Grits Breakfast, Twin Oaks
Jul 8	Chapter Meeting @ NW EAA Fly-In; Arling- ton, WA
Jul 14	Board Meeting — Location TBA
Aug 13	EAA 105 Poker Run

Board Meeting Highlights

Your Chapter 105 Board

The May board meeting was held at the chapter project hangar, at Twin Oaks Airpark on 19 May 2005, beginning a few minutes after 7:00 PM. Attending were: Jim Mitchell, Dick VanGrunsven, John Halle, Rion Bourgeois, Jerry Jerome (sp?), Randy Lervold, Joe Miller, Mike McGee, Mike Robertson, Jim Pace, Brent Anderson, Joe Blank and Benton Holzwarth.

Old Business

- The April meeting minutes were approved as submitted.
- For the chapter breakfasts, it was asked whether we're calling in too many people now to help. The answer seems to be that there were extra folks for the May event only because the newsletter said "May" at the top of both the May and June lists, so a few of the June folks arrived. Also, the name tags, were specifically commented upon. Good job, Len.
- The RV Fly-In at Scappoose: Planning moves forward for the June 18 event. Joe Blank has stepped up to organ-

ize and run the event as MikeM will be out of town. Most or all of the position 'crew chief's are in place and the teams are being filled out. Janet will head up shopping, with Marcy helping and John Jessen doing the heavy lifting.

The official event artwork is ready to go, and a sample was passed around at the meeting. Brent was authorized to order up tee-shirts for the event (expect the charge to be nearly \$2000), and plans to do some adjusting of the numbers.

Ron Lowery, a published photographer, inquired about setting up a booth. Vendors (particularly the folks on Scappoose airport) have set up booths in the past, and the board formalized this with a decision to open the event to others who want to display their wares. The chapter provides nothing for them, and collects nothing from them -- if they're providing our chapter and guests a flying related product or service, they're welcome.

- Oshkosh aircamp scholarships: Jeremy has received a work/study offer for the summer that he can't turn down, which will keep him from attending OSH. Jon may not be able to attend either, haven't heard a final word yet from him.

- Project hangar improvements: Tom Louris is still working through options with a contractor to construct a mezzanine (loft) in the new hangar. One problem area is the low-hanging ceiling beam that may limit the size of the area we can use, or force a 'landing' area below the beam, which would separate the area into two spaces. There was some discussion about the possibility of modifying the beam to accommodate our needs.

- Meeting programs: June TBA; July: Luau at Arlington, Friday; Aug: Open House at Lenhardt's (tentative). MikeM is offering to host another alternative engine symposium.

- YE Coordinator: We have someone considering the position, and will announce if/when he agrees. Louise

Lane is offering to assist.

- Hangar Sign: JimP has talked to Woody, and heard he's got a bid of \$225 for a vinyl sign. The 'sandwich board' sign advertising the pancake breakfast out on the street by the airpark driveway disappeared several months ago, and needs to be replaced as well.

- B-17 visit on Memorial Day weekend: Rion collecting volunteer signups. Gary Dunfee organizing YE pilots. The YE pilot giving the most rides at the event will receive one of the seats on the B-17 as it travels to its next destination (Seattle). The Starbucks adjacent to HIO has offered to sponsor us for coffee for the three mornings of the event.

New Business

- Borescope purchase: John Halle reported his price research on the chapter purchase of a Borescope to add to the tool crib. The 'sweet spot' in price/quality seems to recommend a unit at the \$800 price level. With the chapter's cash flow a little uncertain with all the recent changes (switching our old 'main' hangar to the new 'project' hangar and the improvements we're planning to it) the board is hesitant to OK it at this time, especially given that we're not sure how much use it'd get and that it's a fairly delicate instrument, so would require much oversight. An alternative idea would be to buy a less expensive one and see how much use it gets, with a plan to upgrade if warranted. In the end we decided to shelve the idea until finances settle out. Brent Anderson also suggested the special tools needed to adjust Slick mags as a possible purchase, for around \$350.

- YE Pilot Awards: Brent asked for \$50 to cover purchase of more awards for our YE pilots who've reached their milestones in the last year; engraved mugs, etc. Also, the glass Bogardus trophy will be awarded again this year, and needs to be prepared.

- There was a suggestion for a fly-out to Paine Field to see the Me-262 project. There was some coordination

going on with the local EAA chapter, there.

- Word has come through that Paul Allen will have part of his historic aircraft collection at the NW-EAA fly-in at Arlington this year.

- Oregon Int'l Airshow -- Hillsboro (OIA-HIO): Planning meetings are picking up, with last years cast. Contact Rion if you're interested in contributing.

The next chapter board meeting will be at the new project hangar at Twin Oaks at 7:00 PM on June 16 (3rd Thursday).

Editor's Notes

Benton Holzwarth



The flying season is upon us! What a wonderful time of the year. There are events popping up everywhere. I think, though, that you may rightfully blame the banishment of the early spring and return of our late winter on me. It seems I'd no more than brought a new (to me) airplane home than the weather reverted to February-ish.

I've had my own introduction to certified airplane ownership; it left me high 'n dry at Twin Oaks one day. Since I'd planned to have Bob do the maintenance on it anyway, at least it picked the right spot to refuse to start. I haven't seen the final bill yet. I know Bob will be reasonable, but there ain't nuthin' on an airplane that's cheap.

As always, I'll renew my plea -- if you fly somewhere take a few pictures. Better yet, write a short article for our newsletter. It's easy and fun.

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.

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 VanGrunsvan + Jerry & Judy VanGrunsvan, 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 VanGrunsvan + Jerry & Judy VanGrunsvan, 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 VanGrunsvan / 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 VanGrunsvan 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

April '05

- Mike Linse / Threaded Static Port Fitting
- Randy Henderson / Stuck on Orcas Island
- Benton Holzwarth & Jim Hoak / An Evening at Van's Aircraft Factory
- Mike McGee / How Smooth It Is! (Prop Balancing)

May '05

- Mike Shaw / Some Things to Watch For When Flying in Canada
- Benton Holzwarth / Less is More—Randy Lervold and his RV-3B

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



125 HP Lycoming Ground Power Unit — 10 hours SMOH, asking \$5000. Contact Jim Vanek at 503-543-7000 [08/05]

RV-3 for Sale — 0-290 power, about 900 hours engine and airframe, free of electrical system, lights, and avionics, finished about 1982, flew through summer of 2002. \$13,000. call Irv Kurz, 503-621-9649 [08/05]

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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

Long-life Brake Pads — For Experimental Aircraft only (Not FAA/PMA/TSO or STC'd at this time.) Made from Organic Mat'l, in use 4 years on multiple acft -- last ~ 5X standard linings, w/o wearing disks. Available in Cleveland -105 (2 rivet) and -106 (3 rivet) types. \$60 plus shipping / set of 4 pads + rivets. If not completely satisfied in the first 100 hours return for a refund. Con-

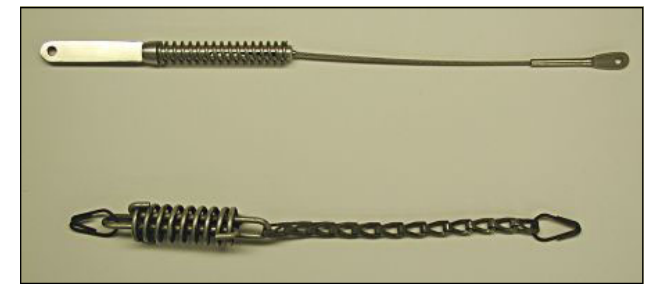
tact Greg Miller at 503-257-2573 or mauleguy@aol.com. Mail payment and shipping information to: GSM Machine & Tool Inc; 8750 N.E. Alberta St.; Portland, Or. 97220

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

Send to: Jennifer Hickman
 24172 S. Skylane Dr.
 Canby, OR 97013

For Renewals, indicate **changed** information only
 Check: New _____ Renewal _____
 E-delivery (\$20) _____ Paper delivery (\$25) _____
 Renewing multiple years: _____ yrs, _____ \$ total

Name: _____

National EAA #: _____

Address: _____

Own / Fly: _____

City/St/Zip: _____

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

Home Ph: _____

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

Work Ph: _____

Comments: _____

Cell Ph: _____

E-Mail: _____

Spouse's Name: _____





Photo: Jerry Cochran

Next Meeting

VAF-Home Wing / Chapter 105

- Prop Balancing
- Chapter Project Hangar — Twin Oaks Airpark
- Thursday, June 9th — 7:00 PM
- Map & Info — Pg 7

Next Chapter 105 Board of Directors Meeting

(Everyone is welcome to attend!)

- New Project Hangar @ Twin Oaks Airpark
- Thursday, June 16th—7:00 PM

To:



Editor:
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Tigard, OR 97224-5570