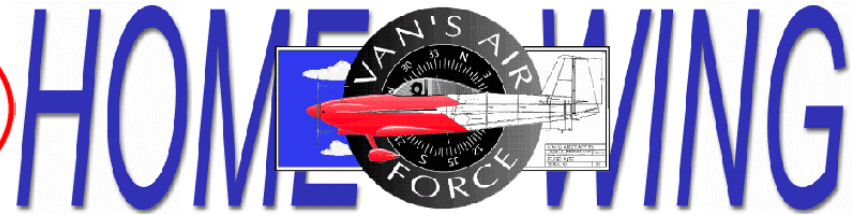


Experimental Aircraft Association

Chapter 105 Portland, OR

Twin Oaks Airpark—7S3 www.EAA105.org

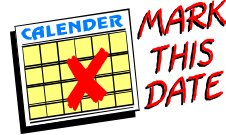
The Purpose of EAA Chapter 105 is to Promote Aviation Education, Construction, Recreation and Safety for Enthusiasts of All Ages.



Next Meetings

• **September 8th** – Chapter Meeting: Alan Jesmer / Precision Airmotive.

• **September 15th** – Board Meeting: 7:00 PM; Baja Fresh on Scholls.



Newsletter Deadline

• **September 17th** – Newsletter article contributions and ads are welcome anytime, but may be held to a later issue if received after the deadline.

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122.75

J. Rion Bourgeois, Chapter President

Fourth Annual Poker Run

We had 37 players and 22 airplanes at the Fourth Annual Chapter 105 Poker Run.

Sandie Wilson cleaned up with three-of-a-kind, collecting the first prize of a copper biplane windvane and the always original first place trophy, which this year was a twisted aileron trim tab with a model airplane flying through it. So next year's T-shirt will sport husband Mike's RV-4. They had to disassemble the windvane and trophy to get them home in the baggage compartment of their RV-4. Other prizes included a portable Navcomm and a case of oil, the latter donated by Bob Stark. This year's T-shirt design, featuring last year's winner Dave Salesky's old Champ, was especially notable. There are still some available. Look for them at this month's breakfast. Thanks are owed to Jenny Hickman who organized and ran the Poker Run, and Phyliss Moksness and Neil Arney who made the trophy and cooked, and Woody Hall and Janet Wentz who cooked and cleaned up, and Randy and Cheryl DeBauw who cleaned up, and Marcie Lange who provided the continental breakfast and desserts.

Breakfast Decor

Be sure and check out the C38 wing recently hung in the breakfast hangar. Now that's aviation art!

Oregon International Airshow: September 9, 10 and 11, 2005

Pilots of experimental and antique aircraft that fly in and place their aircraft on static display at the 2005 Hillsboro Airshow (featuring the Thunderbirds) get a free pass for themselves and one passenger. The static display area is the transient parking ramp north of the fueling mushroom at HIO. Yellow tape will be provided and maintained by volunteers to ensure no one touches the aircraft. The field closes at 2 pm on Friday and 10 am on Saturday and Sunday,

Breakfast KP Duty

Saturday, September 3rd, 2005

7:00 AM	9:00 AM
Robert Brown	Joe Blank
Mark Cattell	Tricia Blank
Robert Clark	Jacie Ann Crowell
Randy DeBauw	Gerald Dunlap
Aaron Frechette	Todd Farmer
David Gaudin	Walt Foster
Jim Greenough	Warren Fraim

Saturday, October 1st, 2005

7:00 AM	9:00 AM
Ray Fogg	David Bonkowski
Bill Fulgham	Alan Cossitt
Cliff Gerber	Randy Griffin
Darrell Gerrard	John Griffith
Keith Gover	Philip Groelz
Ron Graff	Dick Guarnero
Gary Graham	Bob Haan

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

so be sure to arrive before then. The field remains closed until the show ends at 10 pm on Friday and at about 4 pm on Saturday and Sunday. You need to bring proof of liability insurance for your aircraft. The registration form can be downloaded from the EAA Chapter 105 website at www.eaa105.org. Additional copies will be available at the field. Come out and enjoy the show and show off your aircraft. Be sure and bring your folding chair and ear plugs, and check the Notam for the deadlines to arrive and depart, as the field is closed during the show. If you get lonely sitting by your aircraft, the party will be at the chapter canopies adjacent to the static display area.

We also still have some volunteer packets (wrist band entry pass, parking pass, T-shirt) for Friday. If you are interested in volunteering on Friday, please e-mail me ASAP to reserve your volunteer packet: rion@att.net. The volunteers register the static display aircraft, make sure the yellow tape stays up around the static display aircraft, and man the chapter's table and tent adjacent to the static display aircraft. Volunteers, please see me at the breakfast on September 3 or the meeting on September 8 to pick up your packets and T-shirts. Although the Thunderbirds aren't flying during the show on Friday night, they will be practicing, so if the Friday volunteers come early to help set up, they will get to see the Thunderbirds and the Chapter 105 Squadron practice.

Upcoming Elections

Elections for President, Vice-president, Secretary and Treasurer are coming up in October. Pursuant to the by-laws, the board of directors will nominate a slate of officers to be announced at the September meeting for an election at the October meeting. Nominations from the floor will be entertained at the September meeting. If you would like to nominate someone, or be nominated, please do so at the September meeting. If you nominate someone else, they must accept your nomination before

the election at the October meeting.

Cheaper Breakfast

The Eugene Airport is giving away free breakfasts to all who fly in on September 24, 2005 from 7:30 pm to noon to celebrate the completion of their new 6000 foot parallel runway complex. Here is your opportunity to reduce the price of that \$100 breakfast to just \$95. Note that the new Eugene (EUG) ATIS frequency is 125.225.

Parting Humor, or Ode to the Alibi

The husband with an iron-clad alibi is never as well off as the husband with a diamond-studded one. The wife who listens to every word her husband says is probably looking for a hole in his alibi. An alibi is the proof that you did do what you didn't do so that others will think you didn't do what you did do. The man who loves to fish usually has a wife who would rather listen to his alibis than clean fish. There's nothing like flowers if you want a strong plea to accompany a weak alibi.

Is your Chapter Database Info UP TO DATE?

We're planning another update to the roster — if you need changes to the entries for your address, email, phone numbers or project status, drop a note to Randy Lervold (randy@romeolima.com) with the updates.

From: Josiahz@
Sent: Sunday, August 14, 2005 1:20 PM
Subject: Air Academy

Dear EAA Chapter 105 Hillsboro:

Hello!! It's great to be back in Oregon. There are too many bugs In Wisconsin!! First of all I want to thank you all for making it possible for me to go to EAA Air Academy 2005!! It really was an experience of a lifetime. It is one of those things I'll tell my grandchildren about, ya know? Well I really can't say thank you enough for making such a big investment of your time and money to help someone that you have never even met. I really am very thankful.

During my time in Oshkosh I did things like... Fabric covering, Woodworking, Sheet metal work, Welding and 4 hrs of classroom a day!!! I also met great people my age from all around the country. I welded for the first time and that was really cool. I also made a large wing rib, which was broken while I was in Chicago. Every day was filled with activities. The first day I went 27 hrs without sleep because I had a night flight and could not sleep on the plane.

Even though there was not as much actual flight time as I wanted, I still had a great time.

Well... As for my future, I have been looking into going to medical school and becoming an EMT. I need to get a job soon so I can pay for ground school and flight time and get my private pilot license. I hope in the future I can become a pilot for Life Flight and transport critical patients from hospital to hospital. I again want to say thank you for what you did for me, and I wish you all a great summer.

Very Very Thankfully -- Josiah Zathan

Chapter 105's 4th Annual Poker Run

Benton Holzwarth

The chapter's fourth annual Poker Run was held on August 13th. Jenny Hickman again organized a terrific event, planning out and bringing on board the 'dealers', sorting out prizes and setting up the barbecue dinner to follow.

This was the first time I've flown (or passengered) the course, and this time only because Jim Hoak had an empty seat. Was nice riding along with him, enjoying the views of the strips as they came up without having to noodle through how to approach them. I've not flown into Scappoose or Tillamook before. My hand was shaping up to be all the same color, but



that wasn't good enough to finish 'in the money'. I had to watch all the neat prizes go home with other folks. At least it didn't take a winning hand to buy a place in line for the barbecue -- everyone was promptly seated and enjoying the feast following the day's flying.

The weather at Tillamook was somewhat uncertain, with reports it was socked in, but radio traffic suggested that planes were getting in and out without trouble. The fallback plan, whenever the course can't be completed is to draw a second card at Twin Oaks, and a few may have taken that option, but most planes were able to make it to the Tillamook Air Station blimp hangar. Mostly, folks seemed to hang back in the valley, waiting for things to

clear out, or at least the true situation to become clear. Jim and I, and others, covered the valley airports before heading across the coast-range, and by then it was easy going.

Once the dinner was well underway, Rion took over the MC duty, and worked his way down through the order of hands. The best hand was held by Sally Wilson; her selection was the fine copper weathervane. The other prizes were quickly picked up.

Prizes this year and shirts for all players were purchased through the entry fees, plus generous contributions and assistance from Aeroframe Gallery and Bob Stark. And of course, the game would not have been possible without the help of our dealers, Cirrus Aviation at McMinnville, the diner at Independence, the Tillamook Air Station Cafe, Transwestern Aviation at Scappoose and Jenny Hickman and Woody Hall holding down the fort at Twin Oaks. Let 'em know you appreciated their help.



Dave Salesky gasses up Hank Bullock's Auster-Taylor.



Roy Thoma (R) and his buddy flew the course in Roy's CH-601HDS. Here, they're pausing to enjoy the day at the diner at Independence.



Tom Louris flew his Cherokee 160. I think Tom was inside the diner when I caught this photo of some unknown airplane lover and his dad taking a closer look.



Jim Hoak's Skyhawk looks like it'd almost fit through the blimp hangar doors! Four of the RVs lined up on the ramp at Independence. Neil Arney manned the burger grill, and the table of salads and chips ran about a mile long. Jenny again chased down some great prizes for the winners of the 2005 Poker Run.

Tips and Techniques

Maintaining your Oil Temperature

Joe Blank

After building and test flying my RV-6 in 2004, I noticed that my oil temps were running a little bit low compared to other RV's in the fleet. Granted, I have not been bit by the 180HP bug (yet) and had installed an Aerosport IO-320-D1A, so all of my temps have been running somewhat under what I might see with the O-360 series engine.

After performing some research regarding oil temperatures, I found that the temps should reach somewhere in the range of 180 - 220 degrees F. The minimum temperature in the range seemed a bit high to me until I learned that until your oil reaches this temperature, moisture may not be displaced and vented out of the system. Moisture in engine oil can be harmful, and over a period of time, eventually lead to internal corrosion of steel parts. This is caused by either plain rust, or a chemical process in which the moisture bonds with the sulfur and other elements in the oil to create sulfuric acid. Not something you want running around in your brand new engine. The solution is a fairly simple one though. Fly your airplane often. By raising your oil temperatures regularly and boiling off the moisture, it can be easily purged from your oil system and vented out through the breather tube.

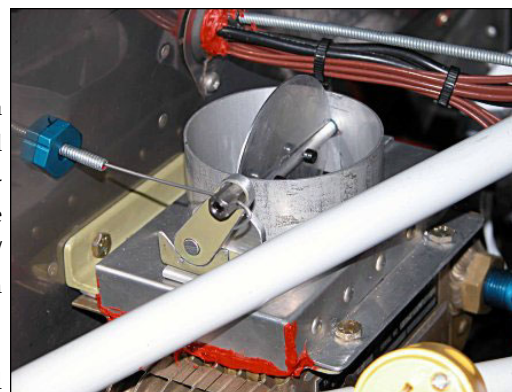
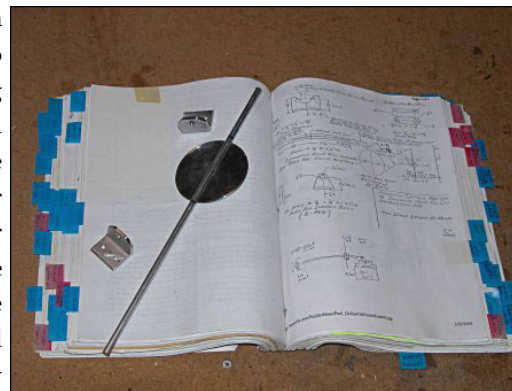
Now for an engine that has trouble making enough heat, or if you fly, as we sometimes do in this part of the world with moisture and colder temperatures, a system may need to be installed to assist in increasing oil tem-

peratures. Many other builders have devised some sort of a system in conjunction with their oil coolers to limit the amount of cooling air allowed into the oil cooling system. This can be accomplished with a door or baffle before the air reaches the cooler. If the door is placed on the downstream side of the oil cooler, the effect is greatly diminished and does not work as well. The door also needs to be controlled from the cockpit via a push/pull control for best results. So off I went on an internet search trying to alleviate this issue. I discovered some plans on the internet that a builder created for a firewall mounted oil cooler that met these requirements. I decided to try to build an example for my aircraft.

At this point, I must give credit to a RV-6 builder by the name of Paul Golias for providing some very detailed construction plans that can be found here: http://bmnellis.com/BuilderIdeas/paul_golias_ideas.htm (or <http://tinyurl.com/dc8z7> —Ed)

Paul provided some well engineered drawings and pictures that made it easy to replicate this system. This system was fairly straight forward to build and could be adapted to any

number of different aircraft besides an RV. The basis of the system begins with Vans Firewall Oil Cooler kit or similar installation. In addition to that, some brass or aluminum 1/4" rod, .125 aluminum angle, .040 aluminum sheet, and a push/pull control is all that is needed to construct this useful device. Construction was fairly straightforward. The only tricky part was slotting the 1/4" rod. As Paul suggested, setting up a fixture and using a "Norton Gemini" cutting wheel



(the same one that is used for slicing up your canopy) works great. He was right. Assembly/installation of the parts was again, straightforward. Now it was time to test out the system, so off we go into the wild gray yonder...

Results of using this system were exactly as anticipated. I can now raise and maintain a higher oil temperature when the conditions necessitate. This may be flying anytime during the winter, flying at cruise settings at high altitudes anytime of the year, or increasing the oil temps as much as possible prior to takeoff on a cold day. On the other end of the spectrum, there doesn't seem to be any adverse effect on the oil cooling per-

formance during hot weather operations. I hope that this article has been useful in assisting you with your oil cooling problems. Blue Skies!

August Meeting:

Open House at Lenhardt Airpark

Benton Holzwarth; Photos: Jim Hoak

The August chapter meeting was organized around a barbeque/openhouse at Lenhardt Airpark. It took a second run down to the store for provisions, but in the end,

we served up over one hundred burgers and sausages. Jack Lenhardt opened his hangar and provided two grills; Dave Schwartz, another resident there, provided a third. That made the logistics for the event much easier.

Everyone seemed to enjoy the concept of coming to see everything that was open for looking at the airpark, and I've heard suggestions to repeat it again in the future as well as to try it at other airparks -- and to get the show rolling earlier to allow more time before sundown. On top of looking at the planes that flew in, there were many hangars open -- I wished I'd been able to get around for a look myself, but was manning my own show-n-tell.



Some of the resident aircraft on the field and one or two itinerants. The chapter's prop-balancer is portable; was brought to the meeting to work the waiting list. The RANS displayed a very tidy engine installation. The red Zenair is one of Jack's planes. He's been having a ball with it.

Meeting Coordinator:

Randall Henderson

503-297-5045
Randall @edt.com



September 2005 Meeting

Program: Alan Jesmer / Precision Airmotive
Fuel Injection and Carburation

Address: Twin Oaks Airpark—Breakfast hangar

Date: September 8th

Time: 7:00 PM

September Program

An evening of power-plant information is planned for September 8th. Alan Jesmer, of Precision Airmotive (Marysville, WA) will attend our meeting to share his information on carbureted and fuel-injected engine set ups. <<http://www.precisionairmotive.com>>

This meeting will be held at the chapter's breakfast hangar at Twin Oaks Airpark.

Plane Pool!

Flying in for the program? Got an extra seat? Why not take some poor unfortunate planeless soul along? Members are encouraged to take this opportunity to share any empty seats with still-building or otherwise ground-bound types. A good way to offer or ask for a seat is to use the oregon EAA email list, <http://groups.yahoo.com/group/oregon-aea>

Future Meetings

Oct 14th: Len Kauffman's RV-8 Project at Aurora Airport – Electrical System

Nov 11th: Pie Auction and mirth at the Hickman castle – Dietz Airpark, Canby

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.

GA BREAKFAST FLY-IN EUGENE, OREGON MAHLON SWEET AIRPORT (EUG)

WHEN? Saturday September 24th from 0800-1100 hours.

WHY? To celebrate the completion of our new 6000' parallel runway complex.

The Eugene Airport will be serving a FREE breakfast to all who fly in.

In conjunction with Flightcraft, our full service FBO, we will be offering 100LL AVGAS at the lowest price in the State of Oregon from 0730 to 1200 on the 24th.

We hope all of our GA friends will drop by for a great breakfast and some hangar flying.

New Eugene ATIS frequency 125.225. Check current NOTAMS

SEE YOU THERE

Kent Byerley hurdles his 100th YE ride milestone!

Gary Dunfee sends word that Kent spent two days at the Albany YE event, talking "airplane" with kids and giving them their first rides. (Kent has dual-citizenship, belonging to both 902 and 105.) Over the two days he not only crossed the milestone, but completely buried it. He was hoping to spend one day working on his RV, but was persuaded to help both days..

Kent also forwarded a recent photo of his project. I notice a sudden shift in the center of gravity...

Says Kent: "It kind of looks like an airplane."



Heard on the Street...

(A note from Budd Davisson forwarded from the yahoo-groups Bearhawk mail-list regarding problems with Scott tailwheels and soft steering-arms...)

FYI

I just got off the phone with Scott (now Avox) and they are aware of the bending steering arms on their tailwheels. They appear to be having the same problem everyone else in aviation is having with steel: many sizes are no longer available from US suppliers so they are having to deal with the Chinese and they got a bad batch. They expect to have new arms available sometime in September. So, I guess we just do the best we can until then.

If you have a Scott tailwheel manufactured in the last few years, it's probably going to have arms that bend. You can order replacements from:

Jody Molenda, e-mail jmolenda@avox.zodiac.com

Don't expect the new arms any time soon, however.

*The Bob Wheel from Scott Wainstedt is looking better and better. Especially at half the price. If you're going that route, I'd suggest you order from Scott (unfortunate similarity in names) soon because there's a limited supply of the BD-5 main gear wheels available that he uses for the assembly. [Builder Scott Wainstedt is producing the Bob Barrows-designed tailwheels for Bearhawk builders. —Ed.]

bd

[...and in a followup —] An update to this is that they haven't been producing tailwheels since May because of the arm situation.

I've been on the phone with her a number of times because we have a 3200 that refuses to kick out and is so tight it now refuses to steer so the airplane is grounded.

Jody has been extremely helpful and they are taking this tailwheel back to see what the problem is, but they can't do anything about the arm situation until they find a supply of steel..

bd



'509 is one of the first 'kit' Bearhawk's to fly. Photo: Budd Davisson

Editor's Notes



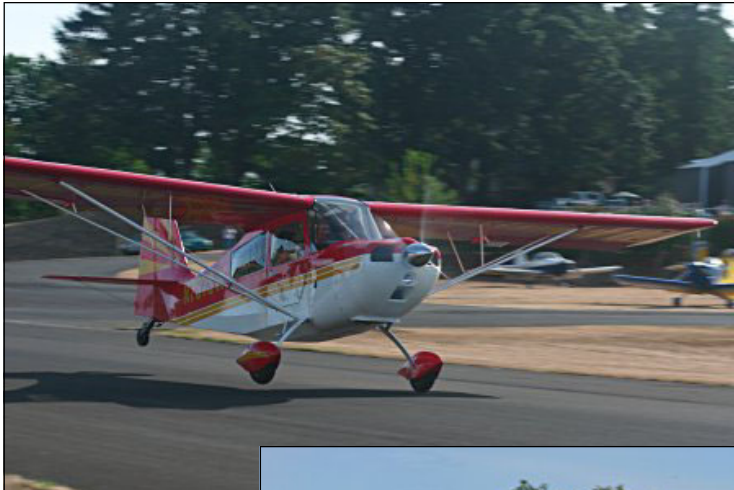
Benton Holzwarth

Getting back to what we and EAA are about, a new heading starts this month:

Tips 'n Techniques: Randall pointed out the need for, and began soliciting input specifically under this heading — something he saw missing from the newsletter. If you have ideas for things that have worked for you, or clever installations, take a picture and jot down a few words on it — help the folks coming along behind you benefit from your creativity. We'll gratefully accept anything from a short blurb to a full-blown multi-page article with bibliography. Help keep the pump primed!

I'm just back from a visit to Lenhardt Airpark. Jack and his wife are celebrating (a few days ago, actually) their 50th wedding anniversary as well as the 50th anniversary of the airport. Jack signed the papers to buy the crop-dusting operation on the morning of his wedding.

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.*



Top: Ron Poe's 7KCAB
Citabria (N787SW)
Middle: Grahm Goad's
Piper PA-20 Pacer
(N7462K)
Bottom: John Nanry's
Aeronca 7AC Champ
(N84949)



Tillamook, Oregon September 17th, 2005

Fly-In Cruise-in Walk-In

Open to the Public 7 AM – 5 PM

Pancake Breakfast 7 AM - 11 AM

Sponsored by the City of Tillamook Police and Police Cadets

Hangar BBQ or Lunch at the Air Base Café 11 AM - 4 PM

Port Of Tillamook Bay Steam Train

Vintage Military Vehicles / Railroad Speeders

In Support of the Oregon Special Olympics Law Enforcement Torch Run

Tillamook Air Museum, 6030 Hangar Road, Tillamook, Oregon 97141 PH: (503) 842-1130

For more information and vehicle registration form, go to our website:

www.tillamookair.com

Thank You for Supporting the Special Olympics

2005 Aviation Calendar

Sep 9-11	Hillsboro, OR; Oregon Int'l Airshow – Hillsboro; 503-629-0706 www.oregonairshow.com
Sep 11	Mike & Mary's Fly-In, Kimbrel's airstrip (WN48); fly-in pot-luck, variety of airplanes
Sep 15-19	Reno, NV; Reno Air Races; www.airrace.org
Sep 16-17	Hood River Fly-In; Hood River, OR (4S2); Fri nite dinner/dance w/ White Salmon Jazz band. Sat b'fast 7-11, lunch 11-3; Anne – flight @gorge.net
Sep 17	Tillamook Airport (S47) Fly-In/Cruise-In 7AM–5PM, www.tillamookair.com
Sep 23-25	Astoria Regional Airport (AST) Airfair & Coast Guard Openhouse, Pancake breakfast 8:30–10:30AM, camping. John 503-861-1214
Sep 23-24	Independence (7S5) Hop & Heritage Festival, Live entertainment all day, tractor pull. www.open.org/~micc/hop.html 503-838-4051
Oct 1-2	Shelton, WA Oyster Fest, Sanderson Field (SHN) 10:00 AM–6:00 PM Oysters done anyway you can think of. www.oysterfest.org/about.htm
Oct 1-2	East Wenatchee, WA, Pangborn Memorial Field (EAT) Wings and Wheels Festival. www.pangborairport.com 509-884-2494 ext 6
Oct 12-15	Copper State Fly-In, Phoenix, AZ www.copperstate.org
Nov 3-5	Tampa, FL; AOPA Expo; www.aopa.org/expo/2005

Chapter Calendar

Aug 4	Pancake Breakfast at Twin Oaks
Aug 11	Chapter General Meeting – Lenhardt's
Aug 13	Poker Run
Aug 18	Board Meeting: BajaFresh, 12286 SW Scholls Ferry Rd
Sep 3	Chapter Pancake Breakfast – Twin Oaks

Board Meeting Highlights

Your Chapter 105 Board

This evening's meeting was held at Baja Fresh, on Scholl's Ferry Rd. Attending this evening were Jenny Hickman, Mike McGee, Randall Henderson, Joe Miller, Jim Mitchell, Jim Pace, Ralph Schildknecht, Rion Bourgeois, Dick VanGrunsven, Ron Singh and Benton Holzwarth. (As always, anyone is welcome to attend, but it's best to check with a board member to be sure we haven't changed date or location following publication in the newsletter.)

- The previous meeting's minutes were circulated ahead of the meeting and were quickly adopted without corrections.

Agenda Items:

- Breakfast Issues: JimP brought up a need/request for a ~4'x4' roll around table for the mixer. (Castors w/ brakes was suggested.) Jim was authorized to spend up to \$150 for a suitable table.
- OSH AirVenture Scholarship: Much discussion on how to 'advertise' for candidates next year. (And discussion as to whether we ought to offer scholarships at all or

every year.) Should we advertise, or keep it word-of-mouth only among our own chapter?

Making no commitment to future years, we agreed that we'd continue the course for next year, being more organized in how we go about selecting a candidate.

DickV pressed to challenge the membership to rise to some activity between YE rides and OSH scholarships -- projects and activities in the chapter hangar, for example. JennyH suggested, as an example, a 'ground school' class. Is there an Aviation Explorer troop in the area that we should hook up with?

We agreed to fund another OSH scholarship next year, with a budget of ~\$1500, and will look for someone to take stock of the opportunities and organize a new, stronger 'youth outreach' program through our newsletter and meetings to work along side (and as an umbrella over?) our YE activities. Dick reiterated that we need to raise the level of volunteerism in the chapter. Ron Singh agreed to put together some ideas and organize the new post. We'll begin spreading information at the breakfasts and at other chapter events.

- Project Hangar (Rion): The plans are with Washington County. The loft area proved to not be practical, but we're moving forward with the idea to push out the west wall to a corner, glazed, to allow viewing up and down the strip.

- Upcoming Meetings (RandallH): Sept, Alan Jesmer / Precision Airmotive FI and carburetors at the Twin Oaks breakfast hangar; Oct, Len Kauffman's RV-8 project and electrical systems at Aurora; Nov, Pie Auction, Instrumentation and AOA presentation at the Hickman's on Dietz Airpark.

Board Meeting report continues on pg 11...

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.

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

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

June '05

- Randy DeBauw / First Flight of N610RV
- Benton Holzwarth / Doug Stenger's Shop; Banks, OR
- Don (Duck) Wentz / Allen Duberstein Memorial
- Gary Dunfee / Young Eagles at HIO
- Benton Holzwarth / Planes, Trains and Automobiles

July '05

- Benton Holzwarth / Roseburg Warbird Airshow & Bogardus Trophy Presentation
- Joe Blank / 14th Annual Northwest RV Fly-In
- Randy Lervold / Prop Balancing at the Chapter Project Hangar

August '05

- Benton Holzwarth, Jim Hoak & Randall Henderson / Luau at the NW EAA Fly-In — Arlington
- Jenny Hickman / Poker Run 2005

...Board Meeting report continued from pg 10

- New signs (JimP): Progress continues on both a sign for the side of the hangar as well as a new shingle to hang at the highway entrance to Twin Oaks. The Stark's are being very helpful in allowing us to hang a sign on their post, and Dan helped by pulling the old sign down from the side of the hangar.

Randall has worked up a new logo that combines our current logo with the Homewing logo, and proposes to have it embroidered onto the shirts to be worn by the formation flight group. There was some discussion on ordering enough shirts (with embroidered logo) to get to the price break, with several going to the current members of the group, and the chapter picking up the balance. After discussion it was decided that the chapter didn't need to take on the risk that it might be a long time before the chapter received it's money back, so they'll go ahead and order a smaller number of shirts at the higher unit-price.

- Oregon Int'l Airshow (Rion): JimP reports Starbucks will again provide coffee in the morning for our area. There are still slots open for volunteers for Friday. Volunteers receive a t-shirt, parking pass, and admission. Folks bringing their planes for the static display receive

Board Meeting report continues on pg 12...

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

For Sale -- Glasair I-RG, IO-320 w/ CS prop, IFR, 350 TTAf, 780 SMOH. Deluxe panel based around Garmin GNS430 IFR GPS/NAV/COM. Wing leveler. Too many features and options to list -- more photos and details at <http://home.comcast.net/~alannegrin/4sale.html> Asking \$74,995. Contact Alan Negrin 425-466-8472 or alannegrin@hotmail.com [11/05]



Magnaflight (Electrosystems) MZ-6222 Starter -- Fits Lyc O-235 to O-540 w/ 149-tooth ring. Unused condition. PMA (OK for Certified) Lighter and stronger than OEM starters. \$300 w/ no core req'd. Contact David Carlson: davidcarlson@allstate.com or 503-246-3016 [10/05]

Stits SA-6B Flut-R-Bug Project for Sale --

All major components, plans, engine w/ manual included. Asking \$2000 cash, as-is where-is in Sandy, OR. See photos and description at <http://tinyurl.com/bybr2>, or the ad at www.barnstormers.com under Experimental >> Stits. Contact Kevin Powell at powellkwd40@msn.com or powellk@trimet.org (work) or 503-674-7303 (day) [10/05]



Open for Business

Top Flight Interiors -- Fine Aircraft upholstery, impeccable quality, custom interiors, leather specialist, im-

ported 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

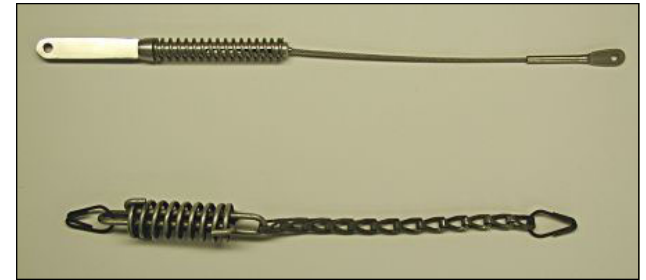
Bill Esther Engraving -- Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html ecaps.1@juno.com or 503-851-6375

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. Contact 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

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



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



...Board Meeting report continued from pg 10

two admission passes, but not the parking pass. Contact Rion Bourgeois if you'd like to help on Friday.

New Business:

- Jenny reports that Woody Hall will be receiving knee surgery in early Sept. Jenny will take care of picking out a suitable card/gift for him, on behalf of the chapter.

- Jenny mentioned Marcy Lange has offered to put together a paper roster booklet like the ones Joe and Char Miller used to do.

The next board meeting will be on Sept 15 at 7:00 PM, at the Baja Fresh at 12286 SW Scholls Ferry Rd, about a half-mile east of Murray Rd.

“Contact!” Chapter Officers and Staff

President	J Rion Bourgeois rion @att.net	503-646-8763 eve 503-670-1144 day 503-720-9394 cell
Vice President, Web Master & DB Admin	Randy Lervold randy @romeolima.com	360-882-8728
Secretary & NL Editor	Benton Holzwarth benton @silezbay.com	503-684-2008
Treasurer	Jennifer Hickman jennhickman@aol.com	503-524-3190
Quartermaster & NL Editor	Mike McGee jmpcrftr @teleport.com	503-534-1219
Sgt-at-Arms & Meeting Coord	Randall Henderson randall @edt.com	503-297-5045
Fly-Out Coordinator	Joe Blank jebblank @molalla.net	503-829-6333
Breakfast Crew Chief	Joe Miller jwmmmm @easystreet.com	503-647-2059
Breakfast Crew Chief	Jim Pace rjmfird @yahoo.com	503-640-5933
Facilities Mgr	Woody Hall yessupleader @yahoo.com	
Tool Meister (Pro-Tem)	Mike McGee jmpcrftr @teleport.com	503-534-1219
Librarian	Jim Mitchell jmichell1 @msn.com	503-644-5258
Director	Harvey Cheney hcheney @cfaith.com	503-647-7546
YE Coordinator	Tom Louris MajorTom @quixnet.net	503-598-4676
Director & Bogardus Trust Liaison	Dick VanGrunsven	
Member at Large	Ralph Schildknecht ralphranger @earthlink.net	503-968-0166
Member at Large	John Halle jjhalle @stoel.com	503-297-5777

EAA Flight Advisors

Dave Lewis, Sr. 503-690-8237 EAA Ch. 105, multiple RV builder, HIO-Ptld
Mike Seager 503-429-5103 (hm) 503-429-1562 (hangar) rv6cfi@hotmail.com

EAA Tech Counselors

Dan Benua 503-702-5387, danbenua@yahoo.com, Ch. 105, RV-6A & RV-10 bldr, HIO-Ptld
Joe Blank 503-829-6333, jebblank@Molalla.net, RV-6 + Taylorcraft Bldr, Molalla-Ptld
Jerry Darrah 503-254-9992, Ch. 902, A&P, Glastar bldr, Ptld-Troutdale
Randall Henderson 503-297-5045, randall@edt.com, EAA Ch. 105, RV-6 bldr, HIO-Ptld
Ralph Hudson 503-630-3713, rah@meic.com, Ch. 105, Glasair + Strojnik bldr, composite exp, west-Ptld+Estacada
Randy Lervold 360-882-8728, randy@romeolima.com, Ch. 105, RV-8 & RV-3B bldr, Vancouver-Ptld
Dave Lewis, Sr. 503-888-0989, Ch. 105, multiple RV bldr, HIO-Ptld
Brian Moentenich 503-666-7518, Brian.L.Moentenich@usace.army.mil, Ch. 902, RV-6A bldr, Ptld-TTD
Mike Robertson 503-615-3237, Mrobert569@hotmail.com, FAA AI, RV-8A bldr, HIO-Ptld
Don Wentz 503-543-3653, djwentz@centurytel.net, Ch. 105, RV-6 bldr, Scappoose-Ptld



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: _____



Next Meeting

VAF-Home Wing / Chapter 105

- Alan Jesmer / Precision Airmotive Fuel Injection and Carburation
- Breakfast Hangar / Twin Oaks Airpark
- Thursday, September 8th — 7:00 PM
- Map & Info — Heck, you know where that is...

Next Chapter 105 Board of Directors Meeting

(Everyone is welcome to attend!)

- Baja Fresh on Scholls Ferry Rd.
- Thursday, September 15th—7:00 PM



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

To:

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

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