

# Experimental Aircraft Association

## Chapter 105 Portland, OR

Twin Oaks Airpark—7S3 [www.EAA105.org](http://www.EAA105.org)

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



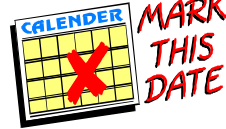
# HOME WING



### Next Meetings

• **October 13<sup>th</sup>** — Chapter Meeting:

• **October 20<sup>th</sup>** — Board Meeting: 7:00 PM; Baja Fresh on Scholls



### Newsletter Deadline

• **October 20<sup>th</sup>** — Newsletter article contributions and ads are welcome anytime, but may be held to a later issue if received after the deadline.

### In This Issue

122.75 .....	1
T 'n T—Breathing Oxygen Mount .....	3
T 'n T—Comm Antenna Reception .....	3
Prev. Meeting: Alan Jesmer / Precision Airmotive .....	4
Next Meeting: Len Kauffman's RV-8 / Electrical .....	8
Chapter and 2005 Aviation Calendars .....	10
Board Meeting Highlights .....	10
2004-05 Feature Article Index .....	11
Editor's Notes .....	11
Buy / Sell / Trade .....	12
Contact! Chapter Officers and Staff .....	13
Tech Counselors and Flight Advisors .....	13
Renewal Form .....	13



### 122.75

J. Rion Bourgeois, Chapter President

#### Magneto Flight does the Oregon International Airshow

While I was building my RV-4, I had many motivational fantasies about what I was going to do with it when it was finished, but never in my wildest imaginings did I ever dream that I would be flying in a parade of flight in front of 45,000 people at the Hillsboro International Airshow, but that is just what I did this month! Magneto Flight flew its routine easy as pie Friday and Saturday (very loose trail at 130 knots and 200' agl, banana pass faster and at 200' agl, and then low pass still



Magneto Flight — Standing L-R: Randall Henderson, Rion Bourgeois, John Halle, Don Wentz and Mike Wilson; Kneeling L-R: Joe Blank, Ron Singh and Randy Lervold. Photo: Sandy Wilson

### Breakfast KP Duty

#### Saturday, October 1<sup>st</sup>, 2005

7:00 AM	9:00 AM
Ray Fogg	Alan Cossitt
Bill Fulgham	Ron Graff
Cliff Gerber	Gary Graham
Darrell Gerrard	Philip Groelz
Randy Griffin	Dick Guarnero
John Halle	Greg Halverson
Al Hawkins	Pat Hammell

#### Saturday, November 5<sup>th</sup>, 2005

7:00 AM	9:00 AM
Roy Glass	David Bonkowski
Bob Duncan	Ed Hayden
Keith Gover	Jim Hoak
Dan Harris	Clay Hofrock
Randall Henderson	Benton Holzwarth
Rob Hickman	Steve Householder
Jenny Hickman	Ralph Hudson

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

faster and 100' agl (except Magneto 7 and 1, who did an additional pass at @40 mph and @275 mph respectively). But Twin Oaks was fogged in at 7:00 a.m. Sunday morning so Ron Singh (Magneto 7) and I drove over to HIO for the pilots briefing at 8:00 a.m. and then back to Twin Oaks to wait for



*Rion's experimenting with a small, head mounted camera and cam-corder recorder setup.*

the fog to burn off. John Halle (Magneto Lead, call sign Magneto) and Randall Henderson (Magneto 3, call sign Streaker) are hangared at HIO so they were ready to go. Don Wentz (Magneto 2, call sign Duck) and Mike Wilson (Magneto 5, call sign Easy Way) had driven in for the briefing and then back to Scappoose. Joe Blank (Magneto 4) was socked in at Skydive Oregon. After I finally launched at 10:30 a.m., I switched over to HIO tower/airshow frequency and listened to the Airboss and the OANG F-15 pilots discuss the latter's departure for Kingsley Field after their last pass. When they were clear, Magneto 6, 7 and 4 reported in and the Airboss had us circle over Southridge High until the Golden Knights had landed, then let us in on our promise to land within 1200 feet. Magneto 2 and 5 couldn't get out of Scappoose until just before our airshow time slot at noon, so they had to join up in our loose trail as the rest of us took off. They became Magneto 5 and 6, and bumped me up to Magneto 4. Randy Lervold was on the airshow platform helping the announcer describe our aircraft to the crowd. And there I was going lickety split in front of 45,000 people in the airplane I built in my ga-

rage! Can't wait to see the video, scheduled to be premiered at the holiday banquet in December. Oh lord, it's hard to be humble! Thanks to John Halle and Randy Lervold for organizing the Magneto Flight airshow act, and thanks to the following volunteers who manned Joe Miller's canopy and ran the experimental and classic static display area: Jim and Maxine Pace, Joe and Char Miller, Gary Graham, Warren Fraim, Jim Mitchell, Tricia Blank, Rob and Jeffrey Hickman, Michelle Singh, Ron Poe, Randy Lervold, Clayton Hofrock, Bob Martilla and son, Greg and Connie English, Janet Wentz, Sandie Wilson and Dunstan Fandel.

### **Upcoming Elections**

Elections for President, Vice-president, Secretary and Treasurer are coming up in October at the chapter meeting. As usual, the elections are uncontested. The nominees are Randy Lervold for president, Randall Henderson for vice-president, Benton Holzwarth secretary, and Jenny Hickman treasurer.

### **Project Hangar Progress at Last**

The county has finally approved Tom Louris' plans for the improvements to the project hangar, and construction has begun. If all goes well, we should be done before the end of the year.

### **Leather Jacket Raffle**

The EAA has donated a really nice leather flight jacket to the chapter for a fund-raising event. The board of directors has decided to raffle it off to raise funds for next year's Airventure scholarship fund. The jacket is made of soft, "buttery", brown leather with an embroidered eagle and EAA logo on the back. Size is XL. Tickets should be available for sale by the October breakfast.

Tickets will be \$5 each, with no more than 500 sold.

### **Louise Lane to India, and Woody Hall to hospital**

Intel is sending one of our breakfast crew chiefs to Bangalore, India for 6 to 9 months, but she will be back next summer. Dick VanGrunsven will miss her, too, at the Little Gee Bee restoration sessions. Drat these day jobs! In the meantime, Woody Hall is in rehab at the VA hospital in Vancouver after having BOTH knees replaced at once.

### **Parting Humor**

Humility is the embarrassment you feel when you tell people how wonderful you are. Modesty is the art of encouraging people to find out for themselves how wonderful you are.

## **! Identity Theft !**

Did that get your attention?

Does the FAA use your Social Security Number as your certificate number? I've never been in the habit of carrying my Pilot's Certificate with me, because the paper would never hold up and because the FAA uses my Social Security number for my Cert number.

The FAA now issues 'plastic credit card' type certificates, and changing a SS# cert over to a new, unique number is a completely valid reason for asking for a new one. You can change numbers and order on line by creating an 'account' with the FAA, or by mail.

These 'tinyurl' links will walk you directly into the FAA website to the directions for requesting a number change and issuance of a new plastic certificate.

<http://tinyurl.com/55sfa>

<http://tinyurl.com/ctws9>

## Breathing Oxygen Mount

Randall Henderson

At the last meeting I made a plea for builders tips for the newsletter. I'd like to expand that to include not only builders tips but also flying and maintenance tips. I really hope people respond -- the roots of the HomeWing and RV group and EAA in general are experimental builders and flyers helping each other, for the fun, education and camaraderie that it provides.

That being said, here's something -- my personal solution to the question, "where do I put the oxygen tank"?

I bought a 21 Cu. Ft. tank, which is not the smallest one on the market, but then again, I have a -6 so why not? ;-) If I had it to do over I'd probably get a smaller one, but still, it does mean fewer of those \$25 refills. Anyway there's plenty of room for it in the baggage compartment, but I wanted to try to keep it out of there because it makes it a bit awkward getting to the hoses/valve/gauge. It's also just another thing to catch on the bags when loading/unloading, plus I wanted to minimize the potential for an aft CG when loading up all the gear for XC camping.

My solution was to stick it up front, right in the middle up under the instrument panel. The butt end of the tank sits in a stirrup that I fabricated and attached to the battery box. The 'business end' is held in by a bracket that I fabricated out of a chunk of plastic I got at TAP plastics in Tigard, using a hinge and nifty over-center latch I picked up at Winks Hardware in Portland. It's easy to get in and out, is pretty much out of the way of everything, and puts the hoses / gauge / valve right where I

## Comm Antenna Reception

Gary Dunfee

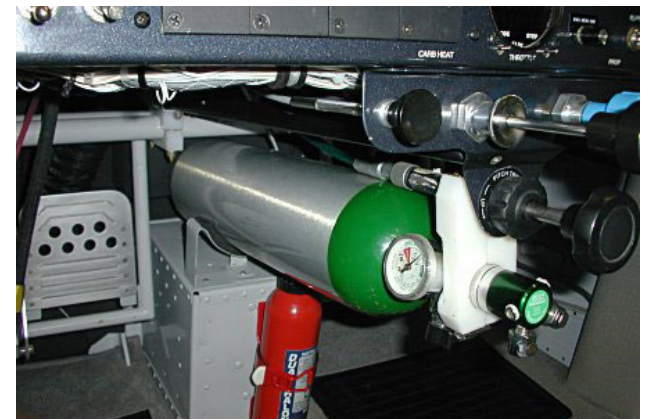
For those with a bent whip on the bottom of their aircraft, like mine and Stan's. this configuration has a poor transmitting lobe signal behind the aircraft. When at a towered airport (i.e. Hillsboro) and the tower is having problems hearing you, or doesn't respond turn your aircraft to point a wing at the tower. This way the side profile of the antenna and the wing ground plane will give you a much better signal lobe to the folks in the tower.



can see and get at them easily.

As you can see from the photos, my method is facilitated by my particular panel set-up, which has a sub-panel for the engine controls and non-standard location for the manual trim control. Few people would likely be able to copy this method exactly due to differences in how their controls are set up, but nevertheless, this might help others with ideas if they want to do something similar in their own plane.

Postscript: The trim control, for those who are wondering, is the same as a standard Van's Manual trim cable except I ordered it as a custom length, and ran it up the side of the fuselage and around under the panel, to help "de-clutter" the cockpit foot/knee area and place it closer to the engine controls. I do like having manual trim and am pleased with the way that worked out.





**EAAChapter105**  
Portland, OR — Twin Oaks Airpark 7S3



# Youth Aviation Activities



## Raffle

*Supporting our Future Aviators*

One of the chapter's goals is to encourage, educate, and support youth in aviation. In addition to the Young Eagles program, the chapter will be further developing various activities for youth within the ages of 8 and 17



## Win this Jacket

**The prize is an EAA Leather Jacket** (size XL) with an approximate value of \$350

Back of Jacket



The proceeds from this raffle will help sponsor a youth (12 to 17 year old) to attend the National EAA Air Academy during AirVenture 2006

**\$5 per ticket**



Tickets will be available at the Chapter Breakfasts, Meetings, or by contacting Rion Bourgeois at (503) 670-1144

The Drawing will take place at the Chapter Christmas Banquet. You do not need to be present to win

## EAA Chapter 105 General Meeting at the Twin Oaks hangar Alan Jesmer / Precision Airmotive

Benton Holzwarth

About 40-50 people turned out for an evening with Alan Jesmer of Precision Airmotive, who made the trip down from their Marysville, WA (3 miles south of Arlington) location.

We had a few guests, including one returning member planning to start in on an RV-7 kit. It was also announced that Jeff Hickman has made his fourth glider flight, though he hasn't yet soloed.

The county has approved our planned modifications to the new chapter hangar (pushing out the west wall to a point, allowing viewing up and down the strip, plus the electrical and etc changes. We're moving forward with getting the contractors in to start making the space habitable. (This has been a huge amount of work for Rion, and I'm sure he's looking forward to successfully putting this and the Hillsboro airshow behind him.)

Chapter 782 is planning a tower visit at Hillsboro, and their October meeting will be visiting one of the shops at Evergreen. There was no activity report from 902.

Mike Robertson took a few minutes to update us on a couple fatal homebuilt accidents: an RV-4 accelerated stall at Priest lake (high DA), a Lancair Legacy, and a Fischer 404 that was reportedly doing hard acro. Mike reported that the district is having a bad year for accidents and admonished us to think, plan and be careful.

He pointed out the 'personal risk assessment' checklist on the FSDO website. I've made up 'tiny urls' for two of the docs I think Mike mentioned. The first is the FAA's "GA Pilot's Guide to Online Safety Resources" with references to lots of other online info, the second is the "Personal and Weather Risk Assessment Guide" pdf file and details many things to consider when contemplating a flight. [ I stopped doing the extra work to make the links I include in the online

edition of the newsletter 'hot', but you can still switch your .pdf viewer to 'text select' mode and then copy and paste the links into your web-browser. -- Ed ]

<http://tinyurl.com/dkwba>  
<http://tinyurl.com/8z6pt>

Jerry VanGrunsvan reported that John Johansen, the first pilot to fly a single-engine airplane solo across the south pole, made another RV achievement, ferrying an RV-8A from the US to Australia. The plane has a 180 horse, carbureted engine, and the only extras were a ferry tank, a Lightspeed electronic ignition and a satellite phone.

Following a 'shake down' flight from California to loop up and around Colorado and back down, he launched for Hilo, Hawaii (13 hrs), then Christmas Island and then Fiji (another 13 hrs). The paperwork for his arrival at Fiji was messed up, so the authorities wouldn't let him leave the airport grounds. Rather than get some sleep in a hotel bed, he refueled and departed immediately for the final 10 hr leg to Brisbane.

### **Alan Jesmer / Precision Airmotive**

With the other business out of the way, Alan stepped up to make his presentation. He brought his laptop and power-point show, and used our projector.

He started with the history of the company and how they'd acquired the product lines they now carry. Marvel-Schebler built carbs for 52 years before selling to Borg-Warner, who then sold the line to Facet. PA bought the line from them in 1990.

From there we dove into the carburetor discussion. The MSA and RSA (Pressure) carbs are available at three price levels, new (all new parts), rebuilt (some used parts, built to new specs), overhauled (used parts and looser tolerances) plus 'unserviceable' and are marked

with one of four colors of tags. Black, blue or yellow tags indicate a factory new, rebuilt or overhauled carb, red indicates field service -- a rebuild-kit was installed.

Gasket kits are available for rebuilding your own. The main gasket-related problems are dry gaskets and over-torquing. Access to the service manual is recommended when working on carbs -- either borrow your friendly mech's copy or buy your own. It's available from PA, and one \$46 manual covers all the MSA carbs.

The Marvel carbs use a fairly simple coding standard: an MA-3SPA is a Marvel carb, size 3, with an 'S' mounting flange, and acceleration 'P'ump and 'A'titude adjustment (mixture). Knowing the code will help you judge whether a carb you might be looking at will work with your engine.

PA offers a two-year (from factory ship date, NOT installation date) / 1000 hour warranty. Don't order a carb from the factory until you're about ready to install it, to maximize your time under warranty.

PA offers core refunds to feed their rebuild/overhaul service. The subcomponents on your core must be rebuildable, and they have a schedule of deductions for missing or unserviceable pieces. E.g. if it's missing a linkage, or even has a cracked body, it's still worth something, but you won't receive the full refund. See the schedule.

Overhaul is recommended at engine overhaul time or after 10 years. The float bowl should be drained at annual, there is a drain plug. Fuel breakdown forms acids. An overhaul should include: gaskets, seals and packing, throttle-shaft bushings, retainers, a float-valve and seat assembly, acceleration pump, and a float shaft. If you have trouble with an 'overhauled' carb, you should closely question the overhauler to ensure all these com-



## **Boeing 40 Project at Felts Field, Spokane**

*[ Dave Schwartz forwards photos and notes from friends on Felts Field, Spokane, WA... ]*

She's got err tail and it fits. Boeing 40 project is moving along and will soon start the cover process on the tail group. Web site to be updated soon.

Visit [www.pembertonandsons.com](http://www.pembertonandsons.com)

ponents were changed. O/H kits are available from PA and include these parts. An overhaul costs about \$400 vs. \$700-800 for the factory rebuild.

Trouble-shooting info: MSA carbs transition from the idle circuit to main jets at 1200-1500 RPM. If you have problems with, say, uneven idle, there is no point in adjusting the main jets. The accel-pump check-valve can siphon gas when they get old, so that is included in the rebuild kits.

Idle should be set up to feed the engine a rich-of-peak mixture. Check and adjust the idle mixture at two speeds, say 600 and 1000 RPM. (Stay below the 1200 RPM transition to the main jets.) With the engine idling at the set speed, pull the idle cut-off, and look for a brief 100 RPM rise. This indicates your running correctly rich, and the engine speeds up as the mixture leans to peak-RPM.

'Dieseling' at idle-cutoff is usually due to a leaking primer. PA's trouble-shooting suggestions include checking non-carburetor systems, such as primers, before diving into carb adjustments and rebuilds.

Use care when blowing out carbs w/ compressed air -- the floats crush easily.

The Precision Airmotive MSA Carburetor Handbook is available on the PA website, or you can buy a copy for \$17. Has lots of good 'theory of operation' info and trouble-shooting tips.

If you suspect one of PA's carbs is not working right, they'll exchange for you with another in the first 25 hrs, but they require you to put down a \$500 deposit, and if they don't find anything wrong with the returned unit, you're charged for it.

If you send in your carb for rebuild, don't expect to re-

ceive your specific one back. They build the carbs in batches, and yours will be replaced with one from their stock. On the other hand, this also means that if they don't have adequate cores to set up 'rebuilt' units, they'll draw new parts from inventory to fill demand, so you may get new parts in exchange for your rebuild order.

PA charges 'list' for overhauls. If you use an overhauler from their network of shops you'll find better discounts and they'll stand behind you for trouble-shooting. The list of approved shops is posted on their website ([www.precisionairmotive.com](http://www.precisionairmotive.com)) But do go to PA for better prices on the manuals.

PA flow-tests 600-800 carbs per month. Their failure rate used to run around 7-8%, but has been improved to about 2%.

### **Pressure Carbs**

The pressure carb's design depends on a carefully orchestrated set of fuel pressure differences to lift a spring-held ball off a seat allowing fuel to flow.

The key advantages of the pressure-carb is that it works in any attitude so is appropriate for aerobatics, and is less susceptible to icing because the fuel jets are below the butterfly valve.

### **Fuel Injection**

The pressure carbs, the Stromberg line and the fuel-injection systems were purchased from Bendix. FI needs ~ 20 PSI fuel pressure, but otherwise, the units just match fuel to air flow, so a single size works for everything from O-320 to O-540 sized engines.

Injector nozzles need to be cleaned periodically. The new-design two-piece nozzle was designed to simplify cleaning. To clean, submerge in Hoppe's #9 gun-cleaning solvent for 20 minutes. DO NOT leave longer

than this, since the solvent includes additional components that will eat the brass. Then rinse and blow dry.

GAMI-jectors are useful in Continental engines which have uneven airflow. Lycoming engines don't benefit from them.

PA's FI bodies are machined from billet Al now. The cost of machining has come down to match investment casting, and with billet they avoid all the porosity problems they have with cast Al.

They have a non-certified version of their Blackbird RSA-5 FI servo called the Silverhawk EX. The price for the experimental version is substantially lower -- about \$2900 for the servo vs. \$5700 for the certified version.

### **Additional Notes and Questions from the Floor**

Be very careful of torques applied to components. There are NO helicoil type thread repairs that are approved for any fuel-related system. If you strip out a screw in your carb body, it's trash. Check torque values on the installation information, the numbers are low -- 50 in-lb for the injector body and 40 in-lb for fuel lines. (Verify numbers on website!)

There is no field overhaul service available for FI systems. Each must be calibrated on the flow bench when reassembled. One can try putting an FI back together "just exactly" as it came apart, but your chances of getting a good-running, properly mixed system are slim.

PA has trouble-shooting charts for FI systems on their website as well. Every FI system is different, and the owner just has to learn what works for his plane. If you're having trouble with hot starts, try a different technique. Keep talking to people and trying different things until you find something that works for you. There is no one best technique that works for all FI-equipped planes.

PA has an interactive CD on the procedure for cleaning injectors. It's free for the asking. It includes info on trouble-shooting problems, and ideas for hot-start problems. It's great for mechanics, schools and pilots.

?? What's the purpose of Airflow Performance's purge valve? The theory is that it allows fresh, cool fuel to be circulated as far as the fuel divider. Alan't take is that it goes back to the part about starting an FI system to be all about technique. It's not the purge valve that helps starts, but finding the right technique for your engine and conditions.

Bart at Aerosport was selling 100% Airflow Performance for his FI- equipped engines. With the introduction of the non-certified Silver Hawk EX, he's shifted to 80-85% "Bendix".

New development -- PA is working on their "Eagle" electronic engine management system. It will manage mixture, compensate for temperature and pressure. It replaces two mags and the fuel system. It should be available in about a year.

## Joe Blank's RV-6

OK, After 4+ months, it's finally out of the Molalla Paint Werks and ready for prime time..... There are still a couple of finish items to do, but for the most part "it's DONE"! All paint is custom color Dupont Imron over Valspar primer.

Shortly after these pics were taken we completed a 4500 sm x-country to Athens, Georgia and back. ...but that's a whole 'nuther story.....;-)



Above: Jake Thiessen receives a prop balance-treatment on his RV-9A. Opposite corner: Randy Griffin, Bill Drake and Randy Lervold — the Randy's team up to balance Bill's RV-6 prop, explaining the process as they go.



**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.



Meeting Coordinator:

**Randall Henderson**

503-297-5045  
Randall @edt.com



October 2005 Meeting

**Program: Len Kauffman's RV-8 project, Aircraft Electrical Systems Workshop**

**Address: Hangar 15, Aurora Airport (UAO)**

**Date: Thurs., October 13<sup>th</sup>**

**Time: 7:00 PM**

### October Program:

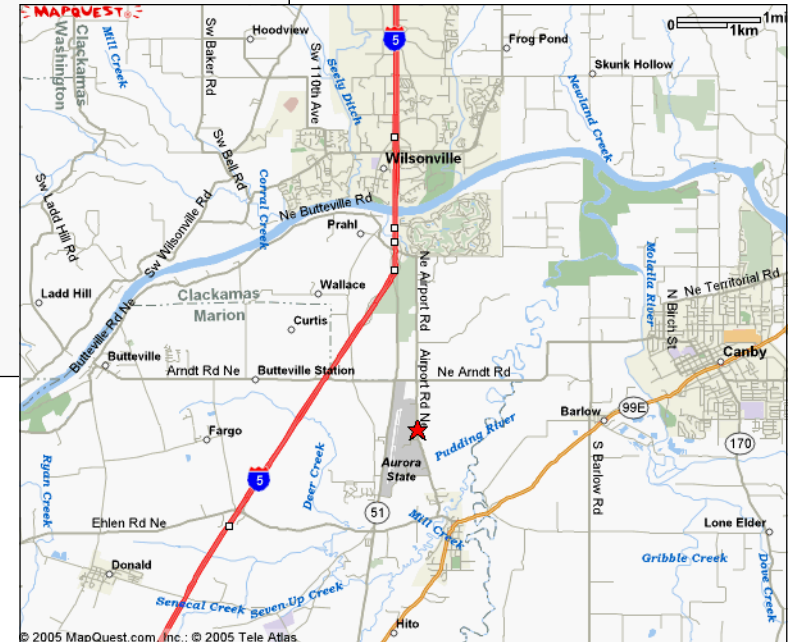
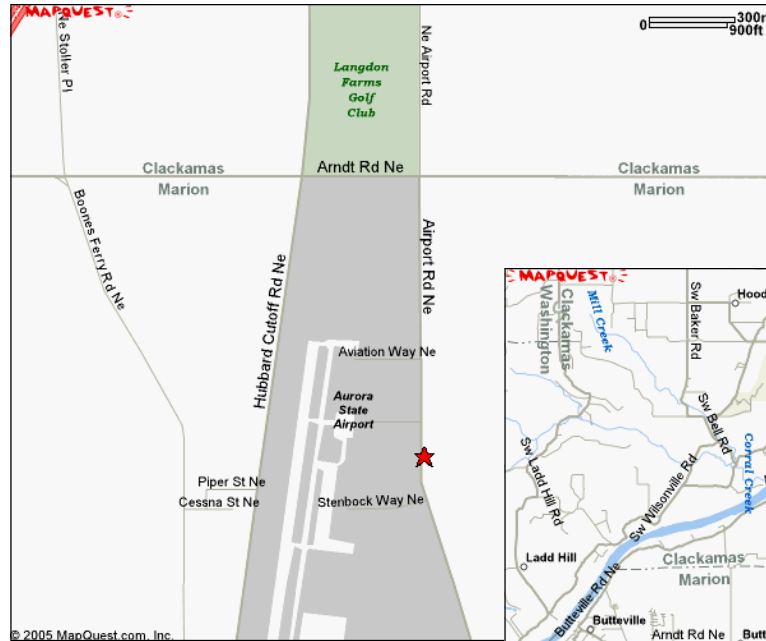
The October meeting will be held at Len Kauffman's hangar on Aurora airport, where he's in the finishing/wiring/plumbing stage of his RV-8 project. In addition to the normal project Q&A, Len will be holding a mini-workshop on aircraft electrical systems and wiring techniques.

### Driving:

Go south on I-5 just past Wilsonville and take exit 282A Canby/Hubbard. Continue south on the exit road to first stop light and turn left (east) on Arndt Road. Go about 1/2 mile to stop sign and turn right (south) onto Airport Road. At about 3/4 mile turn right at the sign for Pacific Coast Avionics (Green Gate 4). Len's is hangar 15, about 50 yards north of Pacific Coast.

### Flying:

The identifier is KUAO. Look for the Pacific Coast Avionics building just south of Aurora Aviation near the



middle of the field. Len's is T-hangar 15 just north of Pacific Coast Avionics. There is room for several planes between his hangar and the PC Avionics shop. When that fills, plenty of parking is available just west of the T-hangars.

### Plane Pool!

Flyers-in are encouraged to take this opportunity to share any empty seats with still-building types. A good way to offer or ask for a seat is to use the oregon-aea email list.

### Future Meetings

- Nov 11<sup>th</sup>: Lauran Paine & the Annual Pie Auction – Twin Oaks Airpark**
- Dec 16<sup>th</sup>: Annual Holiday party at the Hickman's – Dietz Airpark, Canby**
- Jan 12<sup>th</sup> – TBD**

### 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.



Quality Sport Planes, regional distributor for Zenith Aircraft kits, has recently moved to new airport facilities in northern California. EAAers are all invited to the Grand Opening Celebration and first Open House set for October 15, 2005!

Quality Sport Planes is now located on the Cloverdale Municipal Airport (85 miles north of San Francisco) and offers kits, rudder workshops and builder-assist programs for Sport-Pilot-Ready aircraft by Zenith. For more details on the Open House, kits or company's services, please visit [www.qualitysportplanes.com](http://www.qualitysportplanes.com) or call 707-546-6272.

Fly-in or drive in - All Welcome!

Thank-you,  
Michael Heintz



A new device has been found — Device: Airbus-A310 Run Auto-configuration?

**YOU ARE INVITED!**  
**TO QUALITY SPORT PLANES'**  
**GRAND OPENING**  
**AND OPEN HOUSE 2005**



*Join the Celebration:*

- ✧ Tour the Workshop ✧ Watch the planes fly
- ✧ Meet builders and pilots ✧ See the demonstrations
- ✧ Enjoy the BBQ ✧ Parachute jumping on site!

✪ *FLY IN or DRIVE IN* ✪

**WHERE:** CLOVERDALE MUNICIPAL AIRPORT (O60)

**WHEN:** SATURDAY OCTOBER 15 (RAIN DATE SUNDAY OCT 16)

SUGGESTED: BRING WARM CLOTHES, YOUR CAMERA, SUNSCREEN, A HAT AND A CHAIR

Please **RSVP** and state number in party and method of arrival (for BBQ, Parking, etc...)

Call 707-546-6272 or e-mail [qualitysportplanes@gmail.com](mailto:qualitysportplanes@gmail.com)

## 2005 Aviation Calendar

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
Oct 14-16	Land Of Enchantment RV Fly-In, Teresa, NM, www.vansairforce.net/loe/loervfi.htm
Nov 3-5	Tampa, FL; AOPA Expo; www.aopa.org/expo/2005

## Chapter Calendar

Oct 13	General Meeting — Len Kauffman's RV-8 project, Aurora Airport (UAO)
Oct 20	Board Meeting: BajaFresh, 12286 SW Scholls Ferry Rd
Nov 5	Pancake Breakfast — Twin Oaks Airpark
Nov 10	General Meeting— Lauran Paine & Pie Auction, Twin Oaks Airpark
Nov 17	Board Meeting — BajaFresh, 12286 SW Scholls Ferry Rd
Dec 3	Pancake Breakfast — Twin Oaks Airpark
Dec 16	General Meeting — Holiday Party at the Hickman's, Dietz Airpark, Canby

## Board Meeting Highlights

Your Chapter 105 Board

Meeting was held at Baja Fresh on Scholl's Ferry Rd. In attendance this evening: Jenny Hickman, Jim Mitchell, Mike McGee, Tom Louris, Ron Singh, Dick VanGrunsven, Rion Bourgeois, Joe Miller, Randy Lervold, Jim Pace, Randall Henderson, Ralph Schildknecht and Benton Holzwarth.

The previous meeting's minutes were circulated ahead of the meeting for review and were approved as submitted.

- RandyL has proposed that he update the chapter by-laws. He pointed out several areas where we're not following our own charter (e.g. all memberships renew at the turn of the calendar year) and that to follow any particular rule through one has to wade through the original charter plus several sets of amendments.

- Breakfast issues: A table for the new blender was purchased. (Funds were approved at the previous meeting.) Joe Miller pointed out a need for additional chairs for the chapter breakfast operation, and offered to (was tasked with) looking to see what might be available.

- Upcoming meetings (Randall): Oct, Len Kauffman's RV-8 project on Aurora airport; Nov, Pie Auction and Lauren Paine at the Twin Oaks Breakfast hangar; Dec 16 (Friday), Holiday Banquet at the Hickman's on Dietz Airpark, Canby.

- Signs (JimP): We're planning to have two signs made up. The sign for out at the entrance road (advertising our pancake breakfast) is designed and could be ordered, but Jim would like to wait until both are ready to go, to avoid annoying the sign maker he found that is cutting us a good deal. Randy has some ideas for 'Branding' our chapter that he'd like to pursue before

finalizing the other sign.

- Youth Programs discussion: As we're organizing now, Tom Louris is our YE Coordinator, and Ron Singh will organize a broader effort to bring in youth and provide other opportunities and activities. No one expects him to do it alone; the chapter will actively seek other volunteers to take on tasks under this umbrella. Randy will schedule an all day (?) planning session where we'll decide just what we hope and plan to achieve, what we expect to budget for it, and how we'll go about it. DickV emphasizes that we need to keep the need for more people to get involved up front at our meetings and in the NL.

Suggestions for other activities include fly-outs to outlying attractions like the Tillamook Air Station museum, the Pearson museum or the Port Townsend museum; paper airplane building sessions. There are other groups we could hook up with for kids: the Explorers, Centers for Airway Science kids, and could tie into AmeriCorps for other leaders.

But, again, as Randy says, we need to sit down and decide as a group how much of this we're really willing and able to take on, and how to approach the problem. The EAA has donated a nice leather jacket to the chapter, to be used for fund raising activities. To this end, we're planning a raffle, with up to 500 tickets to be sold for \$5 each, with proceeds earmarked for our 'youth activities' - in particular to go towards our youth scholarship to the annual OSH AirVenture kid's camp.

- With county approval finally for our changes to the new hangar, the contractors are being lined up, and work should start shortly.

### Open Floor

- Prop Balancer: RandyL suggests we raise the price of a balance run to \$20 as of October 1st. The cost to replace

the accelerometer was an eye-opener, and even thought this was under warranty, Randy thinks it'd be a good idea to begin building up funds against the next charge that we need to cover ourselves. All agreed that \$20 is still very reasonable; the change was made.

- DickV reported on the Little Gee Bee status. The fabric is now painted through silver (it was originally only painted to silver), and the next step is to prepare reg-number 'stencils' from the old fabric to transfer to the new wings. The engine is hung (but not installed). Canopy and windshield forming will be a challenge, and the panel will soon be ready to go back in.

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## 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.

### 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
- Randall 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

### September '05

- Benton Holzwarth / Chapter 105's 4th Annual Poker Run
- Joe Blank / Tips 'n Techniques: Maintaining Your Oil Temperature
- Benton Holzwarth & Jim Hoak / Open House at Lenhardt Airpark

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## Editor's Notes

Benton Holzwarth

So...one lazy, beautiful evening, I return home earlier than expected. Sez wife, "I thought you were going flying." "I was, got half way to the strip, then remembered I didn't have my license in my pocket." It used to be that it was hard to make spontaneous flights when I was renting. That I can understand, but it really hurts to loose out because your ticket is home in the flight bag. That finally pushed me over the edge to get my plastic non-SS# cert ordered up, so I can carry it in my pocket with less worry. How about you — did the FAA use your SS# for your cert number? Getting it changed is easy — see page 2!



## 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

**Av Magazines for Sale** — I have collected over 77 years worth of aviation magazines. The Sport Aviations are nearly complete '74 to '05, the Experimenters are nearly complete 89 to 05 (1 year missing), the KitPlanes are nearly complete '85 to '02. The other magazines are mostly '60s & 70s -- 68 issues of Air Progress, 60 issues of Sport Flying, 54 issues of Air Classics, 10 issues of Popular Rotorcraft and a few other odd aviation magazines. First 3 categories are in excellent condition, rest are in very good condition. There are well over 850 issues in this collection. I would like \$400 for the collection. Will consider offers and trades. Regards, Marv Foster in Salem, Cammy302@aol.com [01/06]

**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](mailto:alannegrin@hotmail.com) [11/05]



**Magnaflight (Electrosystems) MZ-622 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](mailto: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](http://www.barnstormers.com) under Experimental >> Stits. Contact Kevin Powell at [powellkwd40@msn.com](mailto:powellkwd40@msn.com) or [powellk@trimet.org](mailto:powellk@trimet.org) (work) or 503-674-7303 (day) [10/05]

## Open for Business

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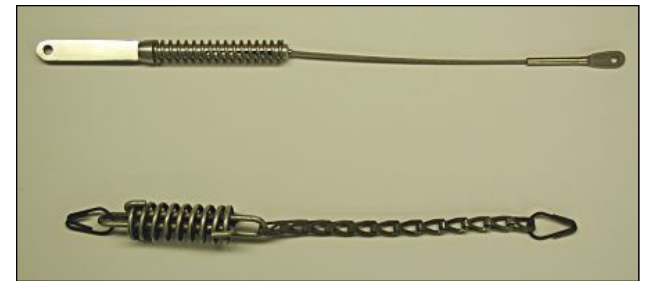
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**AEROFRAME Gallery** — Aviation Merchandise and Custom Picture Framing — Located at the intersection of I-205 and 99E (McLoughlin Blvd.) in the Oregon City Shopping Center, AEROFRAME Gallery offers a huge selection of collectible airplane models, 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](http://www.aeroframegallery.com)



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*Several planes made it in to the chapter's October Pancake Breakfast, not a bad turn-out at all, given the scrummy weather.*

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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

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



Would 'ya like some grits with those RAFFLE tickets? Raffle tickets started selling at this morning's chapter Pancake Breakfast. They'll be available at chapter meetings until the drawing at our Holiday Party, Dec 16, when the drawing will be held. \$5 buys you a chance at a nice leather jacket, donated to us by EAA Nat'l.

### Next Meeting

#### VAF-Home Wing / Chapter 105

- Len Kauffman's RV-8 Project / Electrical System
- Thursday, October 13<sup>th</sup> — 7:00 PM
- Map & Info — page 8

### Next Chapter 105 Board of Directors Meeting

(Everyone is welcome to attend!)

- Baja Fresh on Scholls Ferry Rd.
- Thursday, October 20<sup>th</sup> — 7:00 PM

To:



Editor:  
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