



EAA Chapter 105
January 2006
Vol 46 / No 1

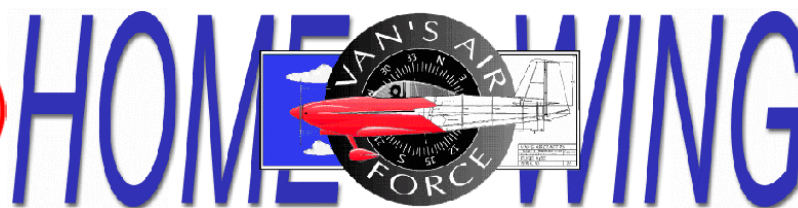


Experimental Aircraft Association

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.



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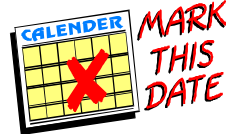
Next Meetings

• **January 12th** — Chapter Meeting: Ed Hayden's RV-10 project on Hillsboro airport.

• **January 19th** — Board Meeting: The next chapter board meeting will be held at Baja Fresh at 12286 SW Scholls Ferry Rd., Tigard.

Newsletter Deadline

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



Trivia

Last month's question — one more time — if you want to think about it a little more:

"What former chapter 105 president helped build the aircraft that currently holds the world speed record for four cylinder aircraft, and what was the aircraft?"

Answer on page 5!

Breakfast KP Duty

Saturday, January 7th, 2006

7:00 AM	9:00 AM
Jacie Ann Crowell	Denny Jackson
Randall Henderson	Tom Louris
Steve Householder	Bob Martilla
Rick Mandrell	Ed Mason
John Traubosh	John Mates
Harmon Lang	Gary Miller
Mike Murphy	Greg Miller

Saturday, February 5th, 2006

7:00 AM	9:00 AM
Steve Kautz	Howard Means
Jim Maddox	Dan Miller
Gerald McCorkle	Patrick Moran
Patrick McGowan	Jim Morrow
Edwin Miller	Bob Neuner
Jim Mitchell	Brent Ohlgren
Brian Moentenich	John Pallister

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

On the Cover

With our *changing of the guard* it seemed time to apply a couple freshening tweaks to our newsletter. Perhaps the most obvious will be the return of a full-page cover photo. (The paper-edition folks will see the photo cropped a bit, due to the limitations of consumer-grade printers.)

The FAA's DC-3, seems surrounded by her aluminum offspring. Photo was taken at the 2005 NW EAA Fly-In at Arlington.



Michael Carpenter's 1941 Boeing Stearman (PT-17) N4410. It mounts a Continental W670 series engine. Photographed at Arlington 2004.

Chapter Currents – January '06

Randy Lervold



2006 is now here and your chapter has a new President and a rookie at that. With Rion serving as President in 1995, and then again for the last four years he most certainly was not a rookie. In fact in the entire forty-plus year history of the chapter he has done more time at the helm than anyone. Indeed, big shoes to fill. You have my pledge though, I will do my best. I believe I understand what an EAA chapter is all about and will do my best to see that we remain an active, vital chapter that serves the interests of its members and that we are all proud to be members of.

Rion's contribution to the chapter over the years has been significant. Having only been a member myself since 1997 I wasn't around when the original vision for a chapter hangar was born and Rion conceived the idea of a breakfast to help fund it. Brent Anderson has been around that long and has chronicled Rion's history with the chapter and contribution elsewhere in this issue... thanks Brent!

We are off to a good start for 2006 with the appointment of an updated Board of Directors as follows...

Officers:

Randy Lervold - President, Webmaster, Database admin
 Randall Henderson - Vice President, Meeting Coordinator
 Benton Holzwarth - Secretary, Newsletter editor
 Jenny Hickman - Treasurer, Poker Run Coordinator

Directors:

Rion Bourgeois - Facilities Management (Hangarmeister), Chapter Legal Counsel

Ralph Schildknecht - Facilities Management
 Jim Mitchell - Facilities Management & Librarian
 Mike McGee - Toolmeister, Quartermaster
 Joe Miller - Breakfast Crew Chief
 Len Kauffman - Breakfast Volunteers Coordinator
 Ron Singh - Youth Activities Coordinator (incl. Y.E.)
 Richard VanGrunsven - Bogardus Trust Liaison
 Tom Louris - Ad Hoc Projects

Thanks to each of these members for agreeing to serve on the board and assist in managing our chapter.

As one who believes in the notion of "plan your work and work you plan", I think it is important for any organization to have an operating plan, both short term and long term. While I believe Chapter 105 has had a sense of direction I've suggested to the board that we hold a day-long meeting early in the year to set out specific plans for the entire year. The board collectively agreed this was a good idea so we are holding our first annual planning meeting on February 11th at my house. Basic topics will include:

- Review and understand our financial situation: sources of income and major expenses.
- Identify and select major chapter objectives and projects for the year.
- Select and set dates for the major annual chapter events.
- Establish a benevolence policy and select appropriate activity.
- Consider new program proposals.
- Review chapter hangar: progress, plan completion, begin planning operation.
- Other issues.

Expect a report back on the results of this meeting in the March issue. Also, this is *your* chapter. If you have any ideas on any aspect of the chapter you'd like considered please get them to any of the above noted board members as far before the meeting as possible. If you're not acquainted with any of the above individuals feel free to give me a ring, I'd be happy to speak with you.

While I'm writing, I'd like to make another appeal to those who still receive the paper newsletter to please consider taking another look at switching to the electronic version. Again, the advantages are 1) your dues are \$5 less per year, 2) you get the newsletter at least a week earlier, 3) you see the newsletter in glorious living color always, 4) you can archive it forever on your computer and print it all or only the pages you like. Please give it a try, just go the Newsletter page of the chapter web site (www.eaa105.org) and download an issue for a look.

Oh, one last thing: I have no intention of writing this column if there is nothing to report. I'm sure you'd enjoy seeing this space filled with a more interesting article on building or flying so my Chapter Currents column will appear only sporadically.

Here's to a great 2006!

...Randy



Randy Lervold delivered to Rion the enlarged, magnetic version of the certificate that was presented at the Holiday Banquet. Rion confirms he'll display it proudly in his hangar.
 Photo: Randy Lervold.



Hats Off To Rion

Brent Anderson

In August of 1988 I got a “free ride” in an RV-4. Having flown factory spam cans in a club environment for the previous 2 decades, and being actively involved in aircraft maintenance, I had long since reached the conclusion that owning my own airplane was just not practical. That free ride, however, led me to a new and more profound realization, i.e. practicality is a terribly short sighted and foolish requirement to put on something **this important!**

I joined Chapter 105 in September of 1988 about the time I picked up my RV-4 tail kit from Van’s. In those days, chapter meetings were held at the PGE auditorium on the corner of Murray and Sholl’s Ferry Roads. One of the club’s visionaries, Bill Benedict, had a dream that the club should be located on an airport. He led the movement during his presidential tenure of ‘93-’94 to establish our headquarters in Bob Stark’s large hangar at Twin Oaks Airport.

I don’t recall exactly when Rion Bourgeois joined the club, but it must have been close to the time I joined, since we constructed our RV-4’s over roughly the same decade (liberally rounded off to the nearest whole number in Rion’s case. Ask him about the tortoise motif on his airplane for details).

I clearly recall Rion’s first term as Chapter 105 President in 1995. That was the year he founded the Saturday breakfast. What stuck in my mind about his announcement of the breakfast program (and to my ribs through all the following years) was Rion’s introduction of GRITS to the Northwest. In over a tenth of a century of operation, not a single breakfast has ever been missed in all of those Saturdays, and the joy of grits is being experienced by a growing monthly throng now numbering in the hundreds. Somewhere during that 10 plus year time-span, Rion earned the apt title of **Gritsmeister**, a position he works with pride each month. His whiskered grin can always be seen dwarfed behind those massive steaming kettles, which now require something resembling a ca-

noe paddle to do the stirring.

The purpose of Rion’s breakfast program as established was twofold. It provided a key social forum each month for nourishment of pilot bodies (through GRITS, of course), and nourishment of the pilot souls through the spinning of aviation tall tales, and in extreme cases outright hangar lies. Most importantly, however, **the breakfast was designed to generate essential revenue to fund the long time dream of a chapter owned hangar.**

The vision of the chapter-owned hangar began with Bill Benedict as part of his drive to move club headquarters to an airport. The realization of the hangar vision, however, must largely be credited to the tireless efforts of Rion Bourgeois during his long tenure on the board of directors, and his record-setting string of no less than 5!! terms as Chapter President.

The hangar coffer increased in value over the years, but so did monthly expenses. The chapter was in a catch 22 situation where the breakfast was required largely just to keep the operation going with little left over to fund the hangar project. Then in 1997, a windfall came our way with the passing of George Bogardus and the establishment of the Bogardus Trust. One of the provisions of the Bogardus Trust was a chapter hangar fund, which eliminated the catch 22, and opened the path for realization of the hangar dream. It didn’t turn out to be an easy road from there.

Heady discussions, freewheeling concepts, and lively debates took place during the board meetings of those late 20th and early 21st century days. Chapter demographics revealed that the prime locus for a hangar site was in the general Hillsboro vicinity, but many alternatives were explored. Several different sites at the Hillsboro airport were considered at different times, and discussions took place with the Port of Portland and other involved parties. Aurora, Lenhart’s, and Scappoose were also researched. Finally, multiple options were considered at Twin Oaks, and after lengthy negotiations and overcoming of the countless inevitable roadblocks, the chapter hangar is now finally becoming a reality.

Many 105 members have contributed significantly at different points in history to the chapter hangar project. None, however, has contributed as selflessly and tirelessly over as lengthy a period of time as Rion Bour-

geois. His persistence and dogged determination have driven the project to success more than the contribution of any other single individual. On behalf of a grateful chapter, my hat is off to you as I say **THANK YOU RION** for a great and lasting contribution to our chapter heritage. In honor of your legacy, I would like to proclaim the new title of **HANGARMEISTER** to your credits.

Congratulations, Rion, for all you have done for Chapter 105. You will always be remembered and appreciated in our chapter history.
...Brent

Tips 'n Techniques

Got an idea, maybe even an idea *all the RV guys know?* Well we’re not all RV guys, here! Seen a great reuse of a tool — or a misuse to avoid? Click a picture, write a few words, and send ‘em in.

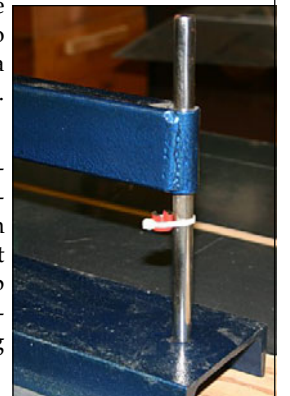
The well is running dry — send in more tips or this feature may have to go on hiatus...

C-Frame Yoke Shaft Holder

Benton Holzwarth

My www.planetools.com dimpling yoke included no provision to hold the shaft up, allowing one to use both hands to position the metal. I hear the Avery model comes with a spring and o-ring arrangement for that purpose, and additionally has a shoulder on the shaft to allow a rivet-gun to drive rivets. I wanted a holder that would fix the shaft out of the way, then allow it to drop to contact while I line up for a blow with a two-pound sledge. (Big rivets!)

I attached a magnet to the underside of the shaft with a nylon tie-wrap, where it can catch the yoke arm, holding the shaft up; or with a quick tug, drop down to the metal with no tendency to lift off under spring pressure.



Trivia

Rion Bourgeois



January Trivia

What former chapter 105 president built an award winning experimental bi-plane, is considered the historian and an authority on the type, was for several years editor of the type newsletter/magazine, and what is the type?

[Ken and Dan each earn a pass to breakfast at the 105 Café. In the future, the *first* correct answer will garner the free grits. —ed.]

December (last month's) Trivia — Answered

Ken Scott and Dan Harris correctly answered last month's trivia question: "What former chapter 105 president helped build the aircraft that currently holds the world speed record for four cylinder aircraft, and what was the aircraft?" I posed the question to Ken at a dinner party, and he answered off the top of his head. Dan did some internet research. His answer, with the details, appears below. I don't know if Dan knew Darryl Usher was a past president, or found him on the list at the history page on the chapter website at www.eaa105.org.

Hi Rion,

Kudos for your trivia question. I didn't know the Polen Special was in the record books, and a **mighty fine showing** it is, too, beating a 280hp Questair with pure finesse!

I looked up the FAI website first, finding Dick Keyt and the Polen Special, Class C1b, at 500km distance. The Polen Special is faster than any other 4-cylinder-powered airplane--303.4 mph on a 500km (310-mile) course. It was considerably faster than Jon Sharp's Nemesis, whose fastest FAI speed is 466.83 km/h or

290.1 mph on a 3km (short) course. Below is the paste-in from FAI

Speed over a closed circuit of 500 km without payload : 488.26 km/h

Date of flight: 26/07/2001

Pilot: Richard C. KEYT (USA)

Course/place: Oshkosh, WI (USA) -
Monticello, IA (USA)

Aircraft: Homebuilt Polen Special
(1 Lycoming TIO-360, 180 bhp)

Registered: 'N11DP'

Database ID: 7061

FAI Website: http://records.fai.org/general_aviation/#current_c1

Searching web for Polen Special, found the website below, which answers your question.

<http://www.polenspecial.com/about.htm>

The past president's name was **Darryl Usher**. As far as I know, I never met either Darryl or Dennis Polen.

Thanks again; this was fun!

Dan Harris



John Mrazek in his 1939 North American T-6, "Pussycat II".
Photo taken at the NW-EAA Fly-In, Arlington, 2004.

Flying-Theme Movies

Bill Costello

Colt N5779Z, White Lightnin'

[Via the Short Wing Piper Club mail list. —ed.]

- 633 Squadron, Cliff Robertson, 1964
- A Guy Named Joe, Spencer Tracy, Irene Dunn, 1943
- Air America, Mel Gibson, Robert Downey Jr, 1990
- Always, Richard Dreyfus, John Goodman, 1989
- The Aviator, Christopher Reeve, 1985
- The Aviator, Leonardo DiCaprio, 2004
- The Battle of Britain, Harry Andrews, Michael Caine, 1969
- Blaze of Noon, William Holden, Anne Baxter, 1947
- The Blue Max, George Peppard, James Mason, 1966
- Cloud Dancer, David Carradine, Joseph Bottoms, 1980
- The Dam Busters, Michael Redgrave, 1954
- The Dawn Patrol, Errol Flynn, Basil Rathbone, David Niven, 1938
- Dive Bomber, Errol Flynn, Fred McMurray, 1941
- The First of the Few, Leslie Howard, David Niven, 1942
- The Flight of the Phoenix, James Stewart, Richard Attenborough, Hardy Kruger, 1965
- The Flight of the Phoenix, Dennis Quaid, 2004
- The Flying Leathernecks, John Wayne, 1951
- The Great Waldo Pepper, Robert Redford, Susan Sarandon, 1975
- Hell's Angels, Ben Lyon, James Hall, Jean Harlow, 1930
- High Road to China, Tom Selleck, Bess Armstrong, 1983
- Piece of Cake, Tom Burlinson, Neil Dudgeon, 1988
- Reach for the Sky, Kenneth More, 1956
- The Spirit of St Louis, Jimmy Stewart, 1957
- Tailspin, Michael Moriarty, Michael Murphy, 1989
- Task Force, Gary Cooper, Jane Wyatt, 1949
- Those Magnificent Men in their Flying Machines, Stuart Whitman, Sarah Miles, 1965
- Tora!Tora!Tora!, Martin Balsam, So Yamamura, Joseph Cotten, 1970
- Twelve O-Clock High, Gregory Peck, Hugh Marlowe, 1949
- Wings, Clara Bow, 1927

Meeting Coordinator:

Randall Henderson

503-297-5045
Randall @edt.com



January 2006 Meeting

Program: Ed Hayden's RV-10 Project

**Address: Hangar A6, Tower Tees,
Hillsboro airport**

Date: Thursday, January 12th

Time: 7:00 PM

Phone: 503-577-6153 (If gate is closed)

The January meeting will be at Ed Hayden's RV-10 project at the Hillsboro Airport.

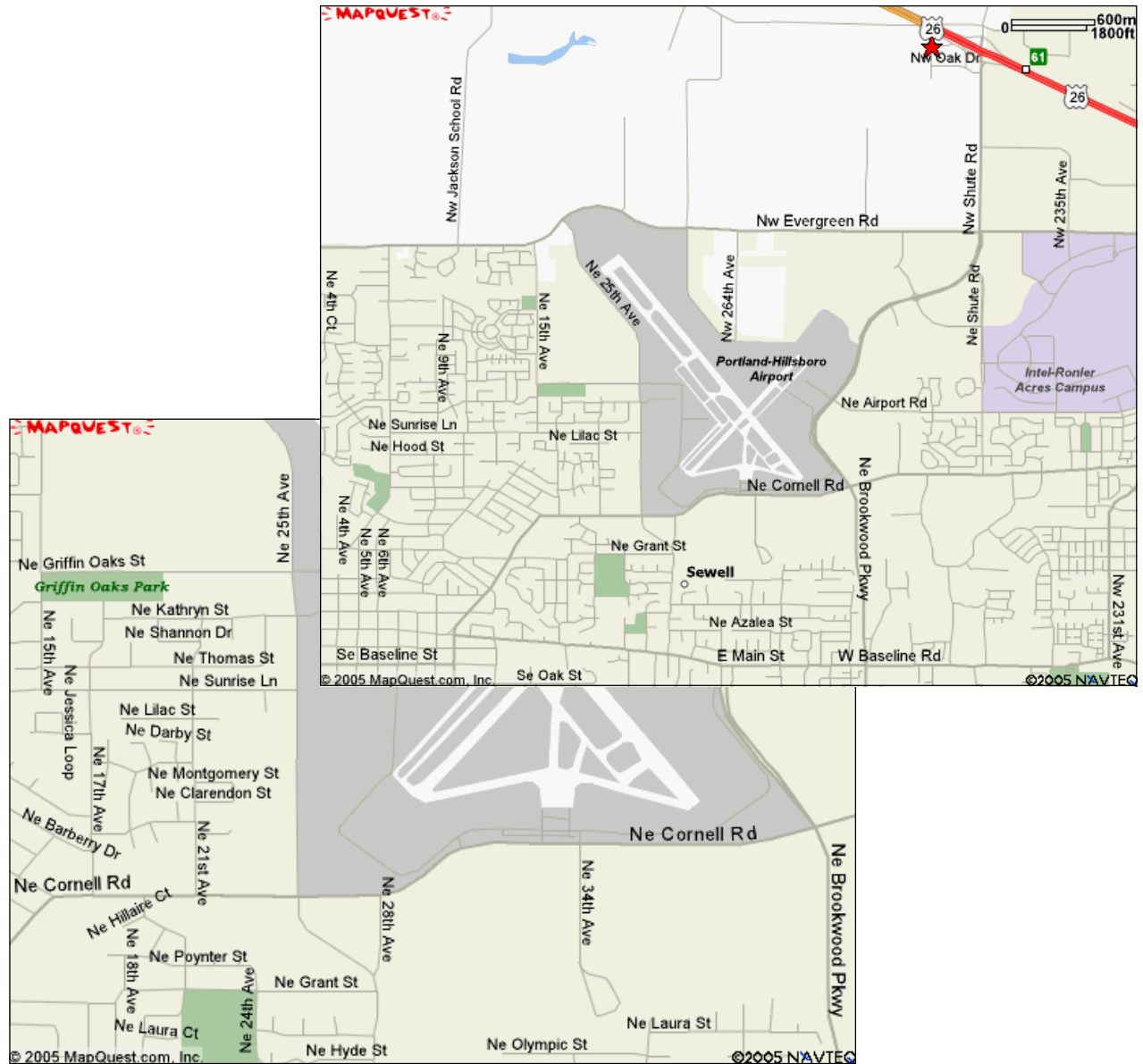
Driving

The hangar is number A6 in the Tower Tee hangars, off of 25th street or Cornell road in Hillsboro (see map). Ed's hangar is in the second row from the tower, facing north, third from the end. We'll have someone at the gate to let people through between 6:45 and 7:15 -- if you get there outside of that time and don't know the code, call 503-577-6153 and we'll send someone out to let you in.

Please park in the parking lot for the west tie-downs or on the shoulder of the access road. Take care not to block hangar doors or the access ways to hangar rows. And be SURE not to drive onto the taxiway!

Flying

Navigate to KHIO, request taxi instructions to the "Tower Tees."



Future Meetings

Feb 9th — Greg Halverson, RV-6, Portland

Mar 9th — Dave Lowry, Lancair Legacy

Apr 13th — 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.

DECEMBER MEETING: HOLIDAY PARTY AT THE HICKMAN'S

Benton Holzwarth

Appreciation for the Comestibles

As we've come to expect, Jenny Hickman and Dru Bourgeois know how to lay a party. As in years past, Jenny and Rob opened their home to us and we took full advantage. The hot food, prepared there by Jenny and



The Hickmans opened their house to chapter 105 for our annual holiday party, and a grand party it was!

Dru, was terrific. I tried the chili, and had to go back once or twice just to be sure the outstanding flavors in the first bowl weren't just a fluke; and tho' I didn't try it myself, I'm assured by those that did, that the fish soup was also tremendous. There were also ample veggie tray and fruit bowl snacks for anyone inclined in that direction.



Appreciation for our Active Club Members

Rion Bourgeois is closing out a four-year run as our chapter president (on top of a year served back in '95). It was with heartfelt appreciation, I'm sure, that he was able to acknowledge the many teams of dedicated, reliable folks that have helped to keep the chapter activities on track. Many people and task-teams were highlighted.

Club Officers

Rion Bourgeois (President), Randy Lervold (Vice-President), Jenny Hickman (Treasurer), Benton Holzwarth (Sec/NL Editor) received citations from EAA National Headquarters.

The Breakfast Crew

Neil Arney, Brian Hickman, Jenny Hickman, Louise Lane, R. Jim Pace, Char Miller, Joe Miller and Phyllis Moksness; plus Len Kauffman as Breakfast Volunteer Coordinator and Bob and Danny Stark as Custodians — an under-appreciated task. (I'd have said thankless, but we do thank them!)



Above: The attending Breakfast Crewmembers — Jenny Hickman, Char and Joe Miller and associate Brian Hickman.

Below: Len Kauffman—Breakfast Volunteer Coordinator and Mike McGee—Quartermaster and ToolMeister.

The Bogardus "Little Gee Bee" Restoration Crew

Aaron Frechette, Richard Guarnero, Martin Koxxy, Louise Lane, Jim Mitchell, Dean Sigler, Laird Smith, Jerry VanGrunsven, Stan VanGrunsven and Richard VanGrunsven

CookieMeister

Betty Stark

Chapter Librarian

Jim Mitchell

Quartermaster/ToolMeister

Mike McGee

Sgt-at-Arms/Meeting Coordinator

Randall Henderson

Prop Balancing Crew

Randy Griffin, Rob Hickman, Randy Lervold and Mike McGee

Poker Run Coordinator

Jenny Hickman

Chapter Architect

Tom Louris

Rion further thanked...

The Dependable Old Buzzards

(B-17, Poker Run, Airshow)

Warren Fraim, Woody Hall, Joe Miller, Jim Mitchell, R. Jim Pace and Ralph Schildknecht

The Northwest RV Fly-In Coordinators

Joe Blank and Janet Wentz



The attending members of the Bogardus "Little Gee Bee" Restoration crew: Jerry VanGrunsvon, Jim Mitchell, Laird Smith, Stan VanGrunsvon and Dick VanGrunsvon.



Old Buzzards: Woody Hall (gamblin' 'round on new knees), Joe Miller, Ralph Schildknecht, Jim Mitchell and Warren Fraim.



Laird Smith receives his Young Eagle flight chapter milestone award.



The Prop Balancing Crew were in attendance: Randy Griffin, Randy Lervold, Rob Hickman and Mike McGee — the folks you want to get to know, for a smoother running engine/prop.



Joe Blank receives a handshake from Rion for his contribution in heading up this year's annual Northwest RV Fly-In event.



It was Rion's pleasure to present to Dick VanGrunsvon a chapter Lifetime Membership award — for a mountain of contributions to the chapter over the last forty-five years.



Three of the Party Girls — Donna Lervold, Jenny Hickman and Dru Bourgeois.



Michelle Smith and Ron Singh have become very active at our Young Eagles — and by extension — our broader Youth Outreach activities.



Randy Lervold continues as the chapter webmaster, and this year steps up to the chapter president's duties.



Talk, talk talk! Mabel signals when Rion has said enough with a mighty SNORE!



Rion calls the phone number on the winning raffle ticket — 'Hello?'

The Party Girls (Arlington, Scappoose, Pie Auction, Xmas Banquet)

Dru Bourgeois, Jenny Hickman, Donna Lervold, Janet Wentz and Sandy Wilson

Video Production and Raffle Sales

Ron Singh and Michelle Smith

Two Final Awards Richard VanGrunsven — Lifetime Membership

Rion held to the last his, and our, presentation of a Lifetime Membership in EAA Chapter 105 to Dick VanGrunsven. The gathered member's approval was tangible.

Rion Bourgeois — President Emeritus

Following that, our incoming chapter president, Randy Lervold, presented to Rion a certificate commending to him the title of President Emeritus, with the promise of a larger version of same, suitable for attachment to any flat, ferrous surface. Brent Anderson stepped forward to enumerate Rion's extensive contributions to the chapter over the many years he's been involved.

As always, with the Hickman's and good friends, it was an evening to savor and appreciate. Thanks, one and all. I'm looking forward to the new year of flying and friendship.

The Jacket Raffle!

The raffle for the Leather Jacket provided by EAA Nat'l Headquarters was won by...someone named Paul; not a member, but someone who bought a ticket at one of our chapter breakfasts. While none of us members took home the jacket, we will all benefit from the \$500 or so generated by sales of chances to win it. The monies are earmarked for our 'Youth Outreach' activities.

...and the Magneto Flight Video

With the 'business meeting' out of the way, we adjourned to the 'theater' for more fun, with a viewing of the video Ron Singh and Michelle Smith put together of the Magneto Flight's activities at this summer's Oregon International Airshow — Hillsboro.

...Benton

Angel Flight Southeast Votes to Accept Experimental Homebuilt Help

Randy Hanson (EAA HQ)

Thanks in no small part to EAA homebuilt aircraft Technical Counselors and Flight Advisors safety programs, Angel Flight Southeast has voted to accept pilot applications from experimental aircraft owners for non-passenger missions. The announcement came during last weekend's Board of Directors meeting at which **Angel Flight Southeast joined Angel Flight West as the only regions to currently accept experimental aircraft.** This approval shows the value of EAA members working together for a common goal that will benefit the entire EAA "family."

(read more)

David Knies, EAA 744496, is newly elected chairman of the Southeast region. "It's just outstanding. We're absolutely ecstatic to have access to experimental aircraft to help with our mission," he said.

According to Knies, when Hurricane Katrina devastated the Gulf Coast, Angel Flight Southeast had about 100 inquiries from homebuilt owner-operators offering to help. But the organization's policy at that time prevented it from accepting the assistance. "We carried about 50,000 pounds of relief supplies during Katrina," he said. "We could have used the help offered from experimental owners," most of whom were EAAers, he added. Homebuilts are not yet authorized to fly passengers, but Knies says the authorization for cargo operations serves as a harbinger. "This represents a 'foot in the door,'" he said. "It's a two-step issue."

EAA Technical Counselors and Flight Advisors <<http://members.eaa.org/home/lookup/index.html>>, managed through the EAA chapter network, are credited with allowing homebuilts to make great strides in ground and flight safety over the past decade. EAA has been working with Angel Flight's individual regions to expand the types of aircraft allowed on Angel Flight missions. The successful EAA programs were essential to Angel

Flight Southeast's acknowledgement that the safety record of experimental aircraft is equal to or better than that of the rest of the general aviation community. As Angel Flight regions become more involved in national relief efforts through the Homeland Security Emergency Air Transportation System (HSEATS <http://www.angelflight.org/forms/afw_hseats_handbook.pdf>), Angel Flight's need for volunteer pilots, aircraft, and non-pilot volunteers is rapidly expanding. By allowing EAA members who own experimental aircraft to help meet this new national need, Angel Flight will be better prepared for the next national emergency. The Angel Flight America network comprises seven regions/entities:

- Angel Flight Southeast <http://www.angelflightse.org/> (Alabama, Georgia, Florida, Mississippi (parts), South Carolina);
- Angel Flight West <http://www.angelflight.org/> (Alaska, Arizona, California, Colorado, Idaho, Hawaii, Montana, New Mexico, Nevada, Oregon, Utah, Washington, Wyoming); and
- Mercy Medical Airlift <http://www.mercymedical.org/> (All 50 U.S. states, for journeys of 1000+ miles).

[I snipped the links to the other several regions included in the original note. —ed.]

EAA members who own experimental aircraft may now choose the following actions:

- Volunteer with either Angel Flight Southeast or West via their websites or their local phone numbers. (Their toll-free phone number is reserved for mission requests.) Angel Flight Southeast: 352/326-0761; Angel Flight West: 310/390-2958
- If you live in an Angel Flight region that currently does not accept experimental aircraft for non-passenger missions, you are encouraged to contact that region's office and ask the organization to accept you for non-passenger missions.

Randy Hansen

EAA Government Relations Director
888-322-4636, extension 6522

Chapter Calendar

Jan 7	Pancake Breakfast — Twin Oaks Airpark
Jan 12	General Meeting — Ed Hayden's RV-10 project, Portland
Jan 19	Board Meeting — 7:00 PM, location TBD
Feb 4	Pancake Breakfast — Twin Oaks Airpark
Feb 9	General Meeting—Greg Halverson's RV-6 project, Portland

Editor's Notes

Benton Holzwarth



The old year closes out and a new one begins. Back when I flew R/C sailplanes we referred to two times of the year — flying season and (re)building season. In these days when one only gets brief opportunities to go aloft, one has to snatch them when they turn up. The sky has turned blue while I finish putting this issue of the newsletter together, but I don't think I'll be able to capitalize on it — the sun is already fading.

So, building season — how's your project going? You don't have to schedule a project meeting to give us an update — shoot a couple pictures of your latest task, and send 'em in. There'll always be plenty of space in the newsletter for construction pictures.

I have one airplane-related project to complete this weekend, a rig to pull down on the tail-loop of my tri-cycle gear plane, to extend the nose wheel strut for service. I still wrestle with the differences in just what is allowed on certified airplanes. It's so easy to get in the mind-set that *anything* is allowed on your homebuilt and *nothing* on a certified plane, but there's really quite a bit allowed. Then, I gotta' get back to making headway on my construction project. Anyone got an eight-foot bending brake?

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.

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 / TnT: Maintaining Your Oil Temperature
- Benton Holzwarth & Jim Hoak / Open House at Lenhardt Airpark

October '05

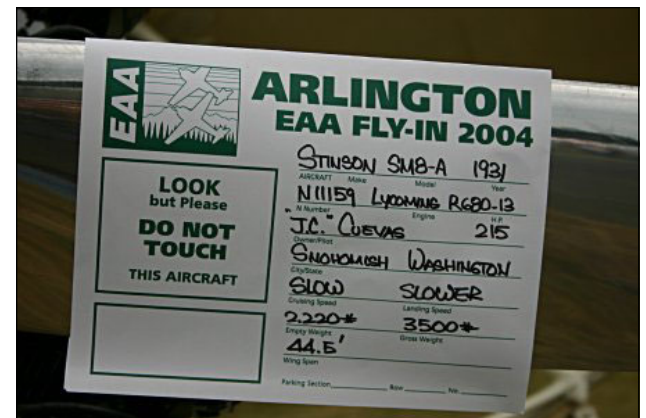
- Randall Henderson / TnT: Breathing Oxygen Mount
- Gary Dunfee / TnT: Comm Antenna Reception
- Benton Holzwarth / Precision Airmotive w/ Alan Jesmer

November '05

- Pete Forsyth / TnT: MIL-G-81322 Grease
- Benton Holzwarth, Len Kauffman / TnT: Safeying Your SCAT Tubing
- Randy Lervold / Chapter 105: version 2006
- Dean Sigler / Little Gee Bee Photos
- Randy Lervold / Prop Balancer Program Update
- Benton Holzwarth / Len Kauffman's RV-8 Project & Panel Electrical Tutorial
- Don Hammer / Three Summer Fly-out Destinations

December '05

- Benton Holzwarth / TnT: Oil Leak Tell-tales
- Benton Holzwarth / TnT: Welding Hazard (TCE becomes Phosgene)
- Joe Blank / Avoiding Bird Strikes
- AvemcoInsCo / Bird Strikes: More Than See & Avoid
- Tom Fey / One Second in the Life of a Racer
- Benton Holzwarth / Lauran Paine and the Annual Pie Auction
- Don Hammer / Destinations: Columbia California



Does anyone else just shoot pictures of the reg-cards to record the information on subjects?

Photo taken at the NW-EAA Fly-In, Arlington, 2004.

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

Paint For Sale — Ranthane polyurethane, AN Orange Yellow, enough for an RV, plus Tennessee Red for trim. Includes catalyst, reducer, epoxy primer, alodine and metal cleaner. Purchased in August, but decided to have it professionally painted, and he used a different paint. 50% off list for the lot. Call or email for details. Dann Parks 360-687-7441 or dparks@spiritone.com

RV-6A (ATTENTION TALL PILOTS!) -- \$58,000 AVAILABLE FOR SALE 900 hrs SN, new top end, O-320 160 hp, night VFR, send for specs & pics, no med forces sale - located Portland - Contact Kevin Lane 503-233-1818 or N3773@comcast.net [03/06]

RV-6 Fuselage Jig + Free to a Good Home — Used by Mike Seager and Greg Halverson, it's now ready for its next fuse. Located in NE Ptld. Contact Greg at 503-528-2841 or cando16@aol.com 03/06]

Bob Boring's 2002 RV-6A N613LE For Sale -- NEW-NEWS: Consider a 1/3rd share — Two east Ptld folks thinking about a partnership if they can find a third; contact through Brian. Airframe & Engine - TT SNEW 132; Completed March 2002; Lycoming O-360 180 Hp; Sensenich Fixed Pitch Metal Prop; Garmin 295 Color GPS; Apollo SL 40 Com; Apollo SL 70 Mode C Transponder. Asking \$75,000. Located in Hangar PLS B-6 at Troutdale, OR (KTTD) Contact Brian Moentenich 503-808-4266



(work) 503-666-7518
(home) [04/06]



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]

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. 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



An RV-4 photographed at the 2005 HomeWing Fly-In at Scappoose.

"Contact!" Chapter Officers and Staff

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Don Wentz 503-543-3653, janetwentz@centurytel.net, Ch. 105, RV-6 bldr, Scappoose-Ptld

Flight Instructor — Chapter Members

James Julia 503-757-8872, jmjula@yahoo.com, HIO + SPB,7S3 — CFI, CFII, MEI—Single-Engine Land/Sea, Multi-Engine Land, High Performance, Complex, Tailwheel



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
 information only

24172 S. Skylane Dr.
 Canby, OR 97013

For Renewals, indicate **changed** infor-

Check: New _____ Renewal _____
 E-delivery (\$20) _____ Paper delivery (\$25) _____
 Renewing multiple years: _____ yrs, _____ \$ total

Name: _____

National EAA #: _____

Address: _____

Own / Fly: _____

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

City/St/Zip: _____

Home Ph: _____

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

Work Ph: _____

Comments: _____

Cell Ph: _____

E-Mail: _____

Spouse's Name: _____





Phil Taylor's 1930 TravelAir 4000 (NC426W). Mounts a Lycoming R-680 of 300 HP. The airplane cruises in the 100-105 MPH range, and lands at around 45-50. Photographed at the 2005 NW-EAA Fly-In, Arlington.

Next General Meeting

VAF-Home Wing / Chapter 105

- Ed Hayden's RV-10 Project
- Thursday, January 12th @ 7:00 PM
- HIO—Hillsboro Airport; Hangar A6
- Map on pg. 6

Next Board of Directors Meeting

(Everyone is welcome to attend!)

- Thursday, January 19th @ 7:00 PM
- Baja Fresh; 12286 SW Scholls Ferry Rd



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

First Class Mail

To:

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

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