

EAA 105

PORTLAND OREGON



February 2006





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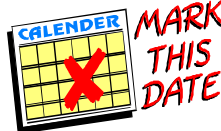
Next Meetings

• **February 9th** — Chapter Meeting: Greg Halverson's RV-6 project in NE Portland.

• **February 16th** — Board Meeting: The next chapter board meeting will be held at Baja Fresh at 12286 SW Scholls Ferry Rd., Tigard.

Newsletter Deadline

• **February 18th** — Newsletter article contributions and ads are welcome anytime, but may be held to a later issue if received after the deadline.



On the Cover

Dan O'Neill's 1941 Boeing Stearman (PT-17) N3955B. This example mounts a Pratt & Whitney 450 horse engine. Dan hails from Tumwater. Photograph taken at the 2004 NW-EAA Fly-In.

Trivia Last month's question — one more time — if you want to think about it a little more: **"What former chapter 105 president built an award winning experimental biplane, 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?"**

Answer on page 6!

Breakfast KP Duty

Saturday, February 4th, 2006

7:00 AM	9:00 AM
Steve Kautz	Howard Means
Jim Maddox	Brian Moentenich
Gerald McCorkle	Dan Miller
Cathy McCorkle	Patrick Moran
Jim Mitchell	Jim Morrow
Michael Psiropoulos	Brent Ohlgren
Melanie DeVries	Melanie DeVries

Saturday, March 4th, 2006

7:00 AM	9:00 AM
Dave Lowry	John Pallister
Dann Parks	Mike Robertson
Bob Patterson	Leejay Robles
Ron Poe	Stephen Rosenstock
Mike Popa	David Salesky
Keith Radcliff	Tom Sampson
Ken Rentmeester	J. Ralph Schildknecht

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

The chapter is once again having a party/meeting on Friday night at Arlington. They have a slick online campsite reservation system and we have already reserved a chapter campsite at DL5. Several chapter members also already have sites adjacent to this. Reserve your spot now at <https://www.nweaa.org/secure/camperres/SelectSpace.cfm?Area=D> or use <http://tinyurl.com/cz6el>

Willapa Harbor airport— Pot Luck Lunch, March 5

Ed Mason forwards a note that there is a Pot Luck lunch planned at the Willapa Harbor airport on Sunday, March 5th. Willapa Harbor (2S9) is near South Bend and Raymond, WA, on the south-coast. CTAF is 122.9 and rwy 11 is favored. <http://www.airnav.com/airport/2S9>



Bearer of Bad News Dept.

The FAA is adopting an AD on ECI "Classic Cast" cylinders — P/N AEL 65102 — installed on Lycoming 320, 360 and 540 series engines. The AD (2005-26-10) requires replacement of the cylinders after 800 operating hours-in-service. 9879 of the cylinders were produced and installations on US aircraft are estimated to include about 1574 Lycoming engines.

Chapter Currents - February '06

Randy Lervold, President



Image update

By now you've seen the new chapter logo as displayed both on the cover of this newsletter and also on our web site. Here's the story... about a year ago I suggested to the board that we could benefit from an updated logo for several reasons. In September I went so far as to volunteer to work with a designer on my nickel to see if I could come up with something the board felt was worthwhile, no strings attached. I worked with local graphic designer Mike Metschan (www.metschanmedia.com) on the logo. We first established what needed to be communicated, then established the qualities it needed to communicate, then worked through several iterations. The final versions were presented at the board meeting on January 19th, and after lively discussion and a couple of minor tweaks, the version you see was unanimously approved. I think it represents a step forward to a more sophisticated, professional, and current look. I hope you agree. Expect new logowear sporting our new look later this year.

Hillsboro Airport Citizen Committee

Via Randall Henderson

Port of Portland is recruiting for a new Hillsboro airport citizens committee. Hopefully some pilot-types who live near Hillsboro will consider volunteering, to make sure there's some balance in the interests represented and it doesn't end up just being made up of anti-noise, anti-aviation types. If you live near HIO and are interested in volunteering, go to http://www.portofportland.com/HIO_HAIR_Rcrtmnt.aspx

Applications are due February 10 — don't delay!

Chapter hangar

See the board meeting minutes for Hangarmeister Rion's update on how the new chapter hangar is coming along. Suffice it to say construction is moving along and we are looking for it to become operational this spring. The board will begin discussing operation at our Annual Planning meeting on February 11th. It is likely that one side of the hangar will be for rental to chapter members for project construction while the other half will be for members to rent for several weeks for final aircraft assembly and/or performing their annual condition inspections using the chapter's tools. Even though we haven't formalized these policies yet, if you are a builder looking for a place to locate your project feel free to contact Rion and get on the list of interested members.

Annual planning meeting

As mentioned last month, the board is holding a meeting on February 11th to craft an overall plan for the year. We'll begin with a thorough look at chapter finances: where's our money coming from and where's it going to. Then we'll move on to annual projects (the chapter hangar of course being the biggest), annual activities, establish a benevolence policy, discuss youth activities, and look at some new program ideas. Please make sure to get any ideas or thoughts you have to a board member *before* this meeting.

...Randy



Jim Hoak forwarded this photo taken of Twin Oaks during a break in the rain.

NWFC 2006



REDMOND, OR

NORTHWEST FORMATION CLINIC

Friday June 30th — Sunday July 2nd
Redmond, Oregon (KRDM)

Plan to attend the 1st Annual Northwest Formation Clinic 2006. In response to the large and active Northwest RV community (home of Van's Aircraft), and the growing interest in formation flying, this event is being organized by local RV pilots Mike Wilson and Randy Lervold. For the rest of the details see the website <http://www.romeolima.com/FormationClinic>

Meeting Coordinator:

Randall Henderson

503-297-5045
Randall @edt.com

February 2006 Meeting



Program: Greg Halverson's RV-6 project
Address: 1644 NE 55th Ave., Portland
Date: Thursday, February 9th
Time: 7:00 PM

The February meeting will be at Greg Halverson's house, where he is well into the fuselage stage of his RV-6.

Members who have been around for a while will remember that Greg has already built and sold two airplanes, one of which was the subject of an "RV-6 on a budget" article in EAA Sport Aviation a few years back. True to form, Greg started his current project with a partially completed kit that he bought from the chapter. He's building his own engine, the parts for which will be "on display" (i.e. scattered around the shop). He intends to show us some techniques he used cutting his canopy as well as tips for "scrounging"... I'm still trying to figure out what the theme of this meeting is, but its probably safe to say it'll be educational, on several levels!

Directions:

Greg's place is on the corner of 55th and NE Broadway. From the west, take the 38th exit off I-84, left (over the freeway overpass) then right to Halsey, Halsey to 55th, north on 55th to 1644. From the east, take the 42nd exit off I-84, go right to Halsey, Halsey to 55th, north on 55th to 1644.

Flying:

Not this time. (PDX would be your nearest choice!)



Members who have been around for a while will remember that Greg has already built and sold two airplanes, one of which was the subject of an "RV-6 on a budget" article in EAA Sport Aviation a few years back. True to form, Greg started his current project with a partially completed kit that he bought from the chapter. He's building his own engine, the parts for which will be "on display" (i.e. scattered around the shop). He intends to show us some techniques he used cutting his canopy as well as tips for "scrounging"... I'm still trying to figure out what the theme of this meeting is, but its probably safe to say it'll be educational, on several levels!

Future Meetings

Mar 9th — Dave Lowry, Lancair Legacy

Apr 13th — TBD

May 11th — 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.

Ed Hayden's RV-10 Project At Hillsboro Airport (HIO)



Benton Holzwarth

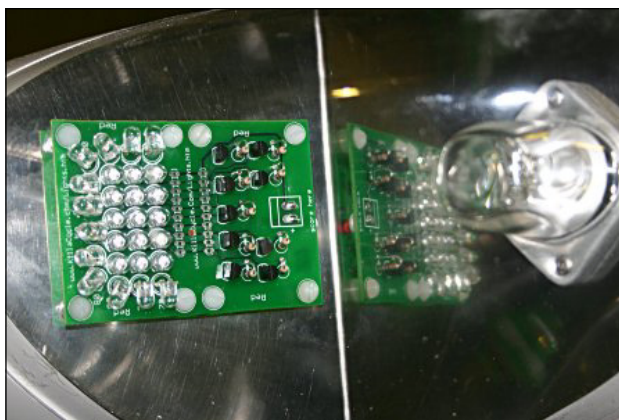
We met this evening at the hangar shared by Ed Hayden and Mel Ellis, so were allowed to see several significant airplanes in one stop. On top of Ed and Mel's airplanes -- flying and under construction, the hangar also shelters two of Bob Larsell's RV-3s, including a razorback version. One or both of Bob Larsell's planes, I didn't catch the detail,

Ed Hayden

includes a 200 horse O-360.

The meeting followed the usual format, meeting at around 7:00 PM we started with socializing and looking over the projects, then Randall called the meeting to order, and launched into the usual business. We had three guests: Paul Grimstad working on a -10 tail in the Capital Hill area, Scott Price from over in Camas, Mike Baxter who says he's well along on an RV-7A project. For milestones, Tom Hart claims he has his canopy mounted and is moving into the fiberglass work on his project. (Randall reminded us that we'll have a "fiberglass clinic"

in March when we visit Dave Lowrey and his Lancair



A circuit board with an array of LEDs provides position lights <www.killacycle.com/Lights.htm>, a strobe is mounted adjacent and HID lamps are set into the leading edge, covered with a wrap of Plexiglas.

Legacy project.

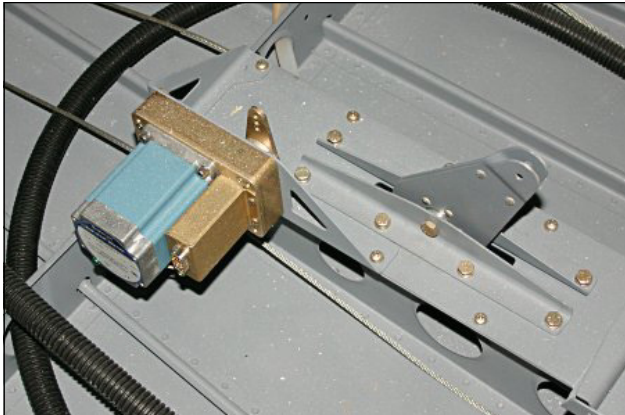
In the 'not strictly club news' department, Randy Lervold and Mike Wilson announced they're organizing a formation flying clinic to be held in Redmond (for the better weather compared to the valley) this summer over the last weekend in June. Stu McCurdy of FFI and his team of instructor pilots will lead the seminar with classroom and flying sessions. Cost will be \$150. Randy and Mike



Randy DeBauw, one of the few who've 'been there' answers more questions on -10 completion details.

Below, left to right: Enough wings for a biplane (Mel Ellis' joke — an RV-20) and Mel's RV, the -10 fuse and Bob Larsell's RV-3s.



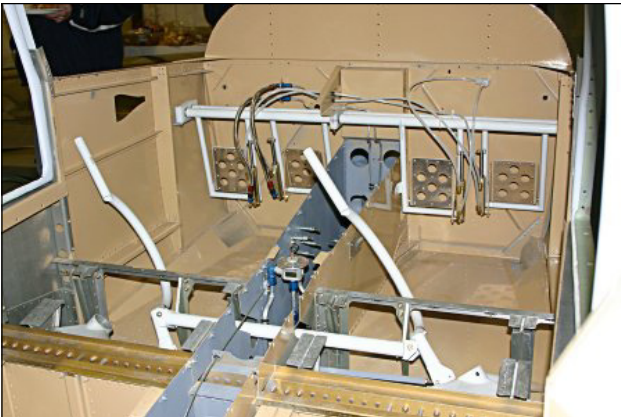


Seems to be plenty of room in the tail-cone for the trim servo. are expecting that it'll be mostly the RVs attending. If you're not flying an RV but would like to attend, find a friend or two or three -- enough to make up a flight -- with similar planes and you can sign up. Types and performance won't be mixed. Registration is open now and seats are limited. This will be handled outside of the chapter umbrella, so contact Randy or Mike for info or visit their clinic website at <http://www.romeolima.com/FormationClinic>.

Randall closed his part of the meeting with the reminder that February's meeting will be at Greg Halverson's RV-6

project in NE Portland.

Ed related some difficulty with the fit-up of the fiberglass canopy (of course to an RV guy, any FG work is...work.) He thought that might be due to his being an early kit. He plans to install a console along the cabin ceiling, to include lights, air and a drop down DVD player. A parallel-valve IO-540 is to be installed up front, and a two panel, mounted over/under, Chelton system will grace the panel. Ed expects to be fly in September.



Cabin details, looking forward. The fiberglass canopy will house cabin lights, ventilation and a drop-down DVD player.

Anyone have a Spare Old Laptop Computer?

I'm looking for an older laptop computer that we could use at Young Eagles events to print the YE certificates. If anyone knows of one that someone might be wanting to dispose of or donate to Chapter 902's Young Eagles Program. A tax receipt can be provided, and it sure would be appreciated by our overworked ground crew. My intention is this would be used exclusively for YE events. Thanks.

Gary and Geri Dunfee
RV 6A N347GD
22500 S forest Park Rd
Beavercreek, OR 97004
Ph 503-631-7262 or garydunfee@ccwebster.net

Wash State Airport Grants Available

WSDOT Aviation announces to Washington State airport sponsors that we are now accepting applications for Local Airport Aid Grants.

Airport sponsors can now use WSDOT's new and improved online grant application form at: www.wsdot.wa.gov/aviation/grants/default.htm. Since a signature is required, airport sponsors will still have to print, sign and mail the application form with supporting documentation. WSDOT will also continue to accept typed or handwritten applications.

Applications must be submitted to WSDOT Aviation no later than March 3, 2006.

Trivia

Rion Bourgeois



February's Question

"In what feature length action/adventure movie did current EAA President Paul Poberezny, Jr. appear and serve as technical advisor?"

The first correct response earns a free chapter pancake breakfast, courtesy of Rion and Chapter 105!

January's Question — Answered

What former chapter 105 president built an award winning experimental biplane, 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?

From: Brent Anderson

Dave Baxter
Starduster Two

[Dan Harris again answered correctly, but second. His reply included some extra info...]

From: Dan Harris

Dave Baxter is likely the man you referred to as the experimental biplane guru. He wrote columns on the Starduster series.

See the following weblink. There are technical articles in this magazine that were written by him. Thanks to Google!

<http://www.starduster.com/magazine/pdf/DEC87.pdf>

Home Wing

Randall Henderson

Hello from your 105 VP / Meeting Coordinator / Home Wing columnist!

After the Home Wing first joined forces with chapter 105, we had a Home Wing section to the NL which has since gone by the wayside...

I kind of miss it seeing as how I edited the RV newsletter for a number of years. So after talking it over with Benton I decided to try to bring it back. I hope to be writing a monthly column to head it up each month, and I urge members to send their RV related content to me or Benton and we'll stick it in here (and of course any other content, RV or non-, that Benton can put wherever its

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.

Brake Line Fittings

When I was putting my RV-6 together, I was a bit skeptical of those plastic fittings that are used on the brake reservoir and master cylinders. A couple of years later my concern was justified when the tee fitting, way up high on the back side of the firewall, began leaking messy brake fluid all over my firewall blanket. I tried in vain to tighten the fitting but eventually gave up, and many curses and contortions and sore muscles later, had the tee fitting and also the elbow fittings at the master cylinders replaced with brass versions.

I know I'm not alone on this, because at the last meeting, I mentioned this to our host who I'd noticed was installing the standard plastic fittings just like I had, and several others chimed in in agreement.

RVator

While you're remembering to renew your EAA 105 dues, don't forget the RVator! I know I'm not alone in forgetting that all the time...

Also did you know Vans will give you a free years subscription if you submit an article? I've done this several times though they're just as prone to forget so be sure to remind them come the end of the year that you did that and are due a free year for your efforts.

So my 'tip' for people building their planes is to chuck those plastic fittings and instead use brass versions.

The specific part numbers for the brass fittings, 1/4" size, are:

271P-04x02 (male run tee)

269P-04x02 (male elbow)

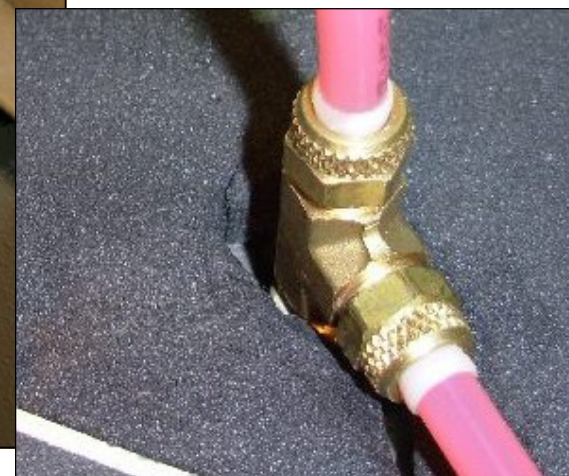
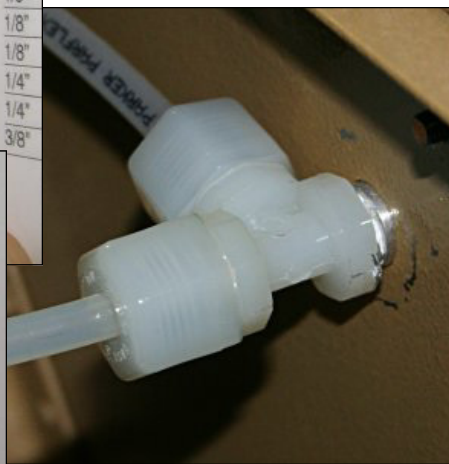
I couldn't find the 271P in the current Aircraft Spruce catalog, though they may have them if you ask. Wicks' catalog lists both.

Note that the application may be different depending on whether you have nylaflow or poly-flo tubing, so pay attention to the directions and if in doubt, talk to the manufacturer or an EAA technical counselor.

TUBE O.D.	PART NUMBER	PRICE EACH
1/8	269P-02x02	\$1.36
269P - MALE ELBOW		
For nylon & polyethylene tubing. 1/8" pipe thread. - Brass		
TUBE O.D.	PART NUMBER	PRICE EACH
1/8	269P-02x02	\$1.46
3/16	269P-03x02	\$1.61
1/4	269P-04x02	\$1.40
3/8	269P-06x04	\$2.00

TUBE O.D.	PART NUMBER	PRICE EACH
3/16	271P-03x02	\$2.89
1/4	271P-04x02	\$2.50

271P - MALE RUN TEE
For nylon & polyethylene tubing.
1/8" pipe thread.



Raffle Results

Ron Singh

Last fall Rion Bourgeois was quick and successful in replying to EAA National's invitation to claim one of the leather jackets being given away to the first few EAA Chapters that responded. The jacket was provided to assist local chapters in their fund raising efforts. Chapter 105 Board members decided to have a raffle for the jacket and dedicate the proceeds to offset the cost in sponsoring a youth's attendance to the Air Academy at the 2006 AirVenture in Oshkosh, Wisconsin.

Tickets were sold at the chapter breakfasts, meetings, and finally at the Christmas Banquet. At the close of the banquet on December 16th, 10 year old Kelsey Hickman reached in a bowl and picked out one of the 101 tickets as the lucky winner.

The lucky number was 003, the third ticket to be sold (remember the early bird theorem). The ticket had the name "Paul" and a phone number. Several enterprising folks at the banquet claimed to be "Paul"... but we really knew who they were... besides they also could not present the winning ticket, so Rion called Paul's number to inform and congratulate him as the winner. Paul Hawkins of Milwaukie, Oregon happens to be a regular breakfast attendee so we arranged to meet and present the proud winner with his jacket at the January breakfast.

Congratulations to Paul, thanks to those that bought tickets to help send a kid to the Air Academy, and thanks to all that helped behind the scenes to make this a great success! The proceeds amounted to \$505.



...Ron Singh

Safety Thoughts February 2006

Len Kauffman

"Oh Shit!"

Almost 30 years ago a friend was enjoying the scenic view at Larch Mountain Lookout above the Columbia River Gorge with his girlfriend. She accidentally dropped her sunglasses and they rolled down the steep bank. My friend -- very fit, athletic and confident -- decided to climb down the 15 or so feet to get them. Nearing the glasses he reached out, then slipped -- and said, "Oh, shit!" He frantically reached for anything that might stop his fall, but was unable. His slide continued down the steep cliff to his death.

I have never forgotten that tragic accident or his final words, so often used during a sudden and serious threat. I've used them myself a few times, as I'm sure many of you have. Luckily, any such incident didn't cost my life or the life of anyone reading this. But the use of those words must be a warning, a flashing red light, telling us it's time to learn something.

My friend was not flying when he lost his life, but the lesson applies to anything and everything we do: Hiking, driving, boating, cycling, skiing and, of course, FLYING. If we put ourselves in positions that



A couple shots from OSH '04 — a Curtiss Jenny...

previously brought that response, we very well may utter those words for the last time. In the flying game there are plenty of opportunities for an Oscar Sierra moment: Scud running, poor fuel management, overloading plane, crosswind landing, loading up with ice, mountain flying, busting minimums, or maybe low level flying and discovering wires -- you name it. When we get that OS warning and live through it, we have choices:

1. Schedule an instructor for additional training on instruments, crosswind landings, mountain flying, etc.,
2. Pull out the Aircraft Manual and study your airplane, its performance, limitations and procedures,
3. Avoid repeating that activity, or
4. Continue the behavior. After all, we got by with it and eventually it might not scare us quite so much. Remember Grizzly Man Timothy Treadwell? He spent 13 years in Alaskan Grizzly country before becoming an entree. Probably not the best course of action.

Give it some thought.

I believe "Safety Thoughts" should be a regular part of our newsletter. I have a number of ideas, but I'm sure others of you do also. Send your safety ideas/articles to me and I'll act as Safety Coordinator for the newsletter.

...Len Kauffman



...and the restored Sikorsky S-38 flying boat "Carnauba."



San Juan Islands

Steve Mahoney

It's been said that once daughters leave home and go off the college their relationship with their father gets much better. I know for me it has. This was the last weekend that Kirstin would be at home before returning to OSU to start her sophomore year, so I wanted to do a family trip with her before she headed off to Corvallis. Originally, I had planned to fly the 4 of us down to California to visit my brother's family, but due to various schedule conflicts, that plan fizzled. As an alternate idea, we figured that an adventure type trip for just the two of us would be really special.

Kirstin had never been to the San Juan Islands before and I knew that from being a sailing instructor there for several summers that would be the ideal destination with plenty of recreational activities and things to do, and boy was I right!

We loaded the BD with our dome tent, sleeping bags and most important, two Dahon folding Bikes that I had recently purchased off Ebay. These bikes are the coolest things... they have small 20" wheels and hinges that allow them to be collapse into a very small package. Dahon even sells an optional backpack to carry them in. Despite the small wheel size, I have found that these bikes ride exceptionally well.



Kirstin and Steve get situated in their kayak.

We took off from the McMinnville airport and climbed up though a broken layer at 4,000 ft. It was a great ride on top in the sun. The white cloud layer below us turned solid at about Kelso. We kept heading north on the GPS track and I was thinking, gee... I might have to ask Whidbey approach for an IFR let down when... I discovered that the ATIS weather at Port Angeles ahead was reporting clear. I guess that this is a fairly common weather pattern, as there is often a large hole in the cloud layer over the Port Angeles area as it is located in the shadow of the Olympic Mountains rain forest.

We touched down at Friday Harbor after 1:20 in the air and unfolded the Dahon bikes.

It was a very short ride to town and ferry dock where we found a company that gives guided Kayak tours. The only problem was, the tour started in Roche Harbor in less than one hour. This was located at the other end of the Island. The lady at the desk that took our money and booked the trip... Looked at us as if we were a little crazy, but I knew that Roche Harbor had an airport with long enough runways, so it would be no sweat to make our 3:00 appointment. We road back to the airplane, folded the bikes and where soon airborne again headed for Roche Harbor. I was vaguely familiar with the airport as I had landed there many years ago, but, not with the higher landing speeds of the BD. From what I remembered it slopes up hill to the east and it takes a lot of wind to overcome that hill. The Ap-



Steve's BD-4 (N579SC) mounts an O-360 and has been flying for about 20 years.

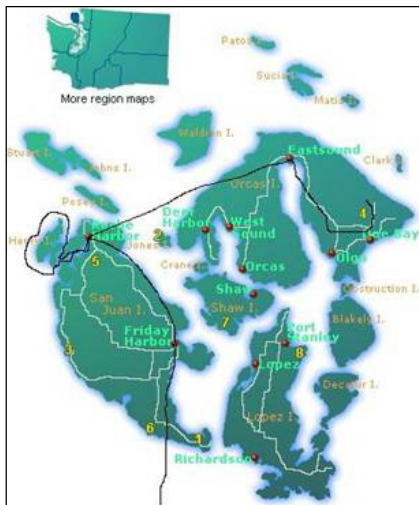
proach to the east takes you right over the boat harbor and I had to maneuver to avoid some trees that are directly in line with the runway. But the runway was long enough, that we made it in without much difficulty.

We met our tour guide, Amy... and she was great! Very up beat, and full of energy and just made the whole experience a really fun time. It turned out that we were the only people in her party so we got a private tour.

Amy showed us the finer points of paddling the kayak. We must have been a quick study because when we got back she told me that we covered the same distance in 3 hours that she normally does in the 5 hour tour.



Orca fin visible over Kirstin's right shoulder.



1st stop—Friday Harbor on San Juan Is., then over to Roche Harbor for kayaking. From there to East Sound on Orcas Is. for bicycling along Cascade Lake to Mt. Constitution.

As we headed around the back side of Henry Island we came across a pod of Orca whales. They got amazingly close to our kayak.

After we returned the kayak to Roche Harbor we took off and headed for the East Sound Airport on Orcas Island. This is a great airport that is very easy to get into and out of. The airport also offers on airport camping

with showers which made it especially desirable for us.

We set up our tent under the wing and rode the bikes into the little community of East Sound for dinner.

Next day we headed out on the bikes to Moran state park and Cascade Lake

The next part of the ride was a 2000' climb in less than 4 miles to the top of Mount Constitution, the highest point in the Islands and the best view.

This road is so steep that it is rated as a class 1 by cyclists (the hardest rating on a scale from one to five.) It is also used by the Olympic cycling team to train athletes. We were beat tired by the time we got to the top, but the view was worth it

On the way down, I had the bike with a single coaster brake, Kirstin who was behind me started yelling "Dad! There is white smoke coming out of your bike." I pulled over and some teens in a car behind us rolled down there window and said, "Wow! That was a real thick white smoke trail you made, looked like an airplane that got shot down in a movie... wow! way cool!..."

The trip home was easy VFR on top at 8500' most all of the way. Portland approach was very accommodating and gave me clearance for instrument approach into McMinnville, I never even got on the ILS.... broke out after only a few thousand feet of descent through the white stuff...Kirstin sure is different than Kerrill when we go IFR and punch in the soup, she gets out her Harry Potter book and starts reading, and says she can't see anything, so she might as well read. Kerrill, on the other hand is quite the opposite—she's on pins and needles until she can see the ground again.

...Steve Mahoney



Bicycling around Cascade Lake.



Fantastic view of the San Juan's from the top of Mt. Constitution

Chapter Calendar

Feb 4	Pancake Breakfast — Twin Oaks Airpark
Feb 4	Charles Lindbergh born in Detroit—1902
Feb 9	General Meeting—Greg Halverson's RV-6 project, Portland
Feb 20	John Glenn orbits the earth—1962
Feb 22	Transcontinental airmail service begins—1921
Mar 4	Pancake Breakfast — Twin Oaks Airpark
Mar 9	General Meeting—Dave Lowry's Lancair Legacy
Mar 15	NASA announces Space Shuttle program—1972
Mar 21	Piccard & Jones complete first 'round the world' balloon flight—1999
Apr 1	Pancake Breakfast — Twin Oaks Airpark
Apr 13	General Meeting—Location TBD

Editor's Notes

Benton Holzwarth



The Tri-Pacer is due for its first Annual this month — well actually about its fiftieth, but my first. As a first-time owner, and this being its first annual with this mechanic, I'm a little concerned about what might be needed before it's signed off to fly another year. Along with the basic inspections, adjustments and lubrication, I'm planning a couple changes and upgrades. I'll know in a couple weeks whether I've bitten off more than I meant to.

As well, I'm hoping the weather will cooperate this year so that I might fly up to Arlington and camp under a wing for a change. Last year was sure a washout.

I hope you're liking the refinements to the chapter newsletter. There are one or two more tweaks to come, but it's getting close. Content is what you really open it for, though. It's only as good as you folks make it, so when you think of what you'd like to read about...write it! Or find someone else who will.

New Year's Eve 2005 at the Spruce Goose

Sandy Wilson, Self-appointed Events Critic
& Participant at Large

Unlike many recent New Year's Eve celebrations, Mike and I decided to actually do something this past Dec. 31, 2005 as opposed to staying home to watch the ball drop in Times Square on TV. Sound like anyone you know?

This all began last August during the annual Chapter 105 Poker Run while we were at the stop in McMinnville. Mike had checked the weather and found we had some time to kill before the weather would clear to Tillamook so we decided to shuttle over to the Evergreen Aviation Museum. We signed up for a membership which includes newsletters, free admission to the Museum throughout the year, and special discounts to various fund-raising events held at the Museum, not to mention all the great exhibits. So when we received the announcement in the mail about the New Year's Eve 2005 party, I thought it would be cool to go...all I had to do was convince Mike (he's so easy).

New Year's Eve 2005 was only the second time the Museum has held this event...the theme this year was "It's The Way of The Future," which was a 100th birthday tribute to Howard Hughes (whose actual 100th birthday was on Dec. 24th). It was a black tie event which boasted



The Chocolate Fountain.

heavy hors d'oeuvres, a no host bar, a dessert buffet, a cascading chocolate fountain, champagne at midnight, Spruce Goose wine, an espresso bar, and dancing to the big band sounds provided by the David Cooley Band. Fireworks were to go off at midnight, and souvenir photos, party favors and special event keepsakes would be provided. The Museum also blocked rooms at the Red Lion Inn for \$85.00/night and as it turned out, volunteers from the museum shuttled people from the hotel to the event and later brought them back. Admission to the event was \$150.00 per couple or \$75.00 per person unless you were a member then the cost was \$120.00 per couple

or \$60.00 per individual member.

Mike and I, all "spruced" up and ready to roll, left our hotel around 8:00 pm and with some other guests, piled into a waiting van to be delivered to the event about a mile down the highway. Although we had mentioned this event early in December to a few friends, nobody else was able to go with us...we were on our own. Once we arrived we made our way to the beautifully decorated tables and staked out an empty one near the back...away from the dance floor. We headed for the hors d'oeuvres, heaped our plates high, picked up some Spruce Goose wine and returned to the table to settle in for the evening.

We were soon joined by 3 more couples (each table held 10). They all introduced themselves: former Gubernatorial candidate Kevin Mannix and his wife Susannah (administrator of the emergency hospital in Salem), former Oregon State Attorney General Ed and his wife Patty (I apologize for not remembering their last name), and Bob and Gloria Jackson from California...Bob is a pilot who organizes Kevin Mannix's Volunteer Air Force during the campaign season to help transport Kevin to various events around the state. While Mr. Mannix is not a pilot himself he is a huge fan of general aviation. Bob, a very experienced pilot, was a helicopter pilot during the Viet Nam war. He was very interested in the whole experimental concept but we got the impression that Kevin would not be allowed to fly in an "Experimental" aircraft (have another glass of wine dear...). They were all very



Mike cleans up pretty good.



Ed & Patty



Susannah & Kevin Mannix



Dancing the night away.

friendly, extremely pleasant and we totally enjoyed talking aviation and politics throughout the evening. For anyone interested, Mr. Mannix will be running again for Governor so stay tuned....(he's got our vote again). At some point in the evening, the Mannix's insisted we all go up and dance so we joined in...and had a great evening.



Howard Hughes & Jean Harlow.

Event highlights included a "Jeanne Harlow" look-alike jumping out of a huge birthday cake who then leads the crowd in "Happy Birthday to Howard Hughes". After the song Ms. Harlow was joined by "Howard" for a dance. Many guests were dressed in period costumes from the 40's.

Mike and I enjoyed strolling around the Museum looking at the various aircraft...sipping champagne and listening to the stories told by other guests about various relatives, etc. that flew various planes in the wars....and so on. It was

cool. The event was very relaxed and enjoyable and full but not too crowded (I estimate between 250-300 people attending). And finally at midnight, everyone migrated to the front of the Museum donning their party hats and noise makers to watch the fireworks display set up outside...very nice and an appropriate tribute to Howard Hughes and the many contributions he has made to aviation and our own Museum here in Oregon. The Museum provided champagne to everyone at midnight and guests were allowed to take home their glasses and other party favors after the event

I think the biggest thing we came away with after the event (besides the slight hangover the next morning) was the acknowledgement that this whole event was made possible because of the time and effort put forth by all the volunteers. This was a fundraiser and once you realize that, the admission fee seems very low in comparison to the contribution being made to the Museum and its' programs. Look for the opening of the new IMAX Theater in the spring of '06, which is supposed to be the largest IMAX screen on the west coast. Imagine the dog fights you'll be able to watch on that screen!

I am really glad we were able to attend this New Year's celebration. It was pretty perfect but there was something missing....THE SOUL AND SPIRIT OF THE MEMBERS OF CHAPTER 105!!! Come on folks, let's make that place rock next year! We hope to be there, and we hope to see a good representation of 105 there as well. Happy New Year!

...Sandy Wilson



Jumping out of the cake.

Board Meeting Highlights

Your Chapter 105 Board

The January meeting of EAA Chapter 105 board was held at Baja' Fresh on Scholls Ferry Rd., beginning a few minutes past 7:00 PM. Attending this evening were: Randy Lervold, Randall Henderson, Ron Singh, Rion Bourgeois, Benton Holzwarth, Tom Louris, Joe Miller, Jim Mitchell, Jenn Hickman, Len Kauffman and Mike McGee. Two guests attended: Job Faber and John Jessen.

On the Agenda

- The November board meeting minutes were approved as submitted. (There was no meeting in December.)
- Hangar Report (Rion): The pop-out wall is framed, glazing is delivered awaiting installation. Electricity will come next, then insulation. The heater is mounted, and will be hooked up to allow heat during the sheetrock work. There are a couple options for insulation on the door, and before we install anything there, we need to decide whether to stick with the horizontal-rolling doors or switch to a bi-fold or hydro-lift door.

There remain decisions in regard to the floor treatment. There was some discussion of using floor tiles, and some concern raised as to how well they cope with concentrated loads, like the wheels of an engine hoist. Alternatives would be the more conventional epoxy sealer, and decisions as to whether to do it ourselves or hire that work out. So far it looks like were coming in within the original budget, and there may be enough money left within that budget to afford the powered doors.

The board will be getting together for an all-day chapter planning session no Feb 11. An item of discussion will be finishing details in the areas of floor treatment, doors, cabinets and benches, furniture and compressor/tools. *Anyone* having ideas is encouraged to talk 'em over with one of the board members who'll be attending the meeting to have them heard.

- Chapter Logo (Randy): Randy presented the proposed chapter logo, explaining his goals for the new design. He's been working with an artist on a new design and brought both the early concepts as well as three variations on the most promising. The board members present agreed with Randy's assessment, suggested a minor

change in the preferred design, and were quickly ready to vote on adoption of the new logo for the chapter. The board also voted to reimburse Randy \$330 for his on-spec costs to have the artwork created.

- Trivia (Rion): Rion has been submitting chapter/aircraft trivia to the newsletter for two months, with the promise of a free breakfast to the first correct reply to the questions. The board voted to pick up the cost of one breakfast per month while Rion continues the game.

- All Day Session Agenda (Randy): Randy then previewed the agenda for the upcoming all-day chapter planning session, coming in February.

Open Floor

- Young Eagles (Ron): Ron has been contacted by Boy Scouts scoutmaster Kevin Hill, about YE flights for his scouts Feb 4. (Breakfast Saturday.) He conveyed BSAs requirements for 'Scouts' to receive airplane rides. The chapter's position has been that the youth should come as individuals, not in uniform, and Ron will have provided them with the paperwork for their certificates ahead of time, so they'll have had a chance to get that filled out ahead of time.

- EAA's B-17 Approacheth: The EAA has again contacted chapter 105 to say the B-17 will be in town (HIO) May 18-20 and they'd like us to handle the ground crew duties. The idea of placing a (paid) newspaper ad to draw in customers for tours and rides was suggested.

- Safety: Len Kauffman would like to see a regular column in our NL on safety. He'll put together a first article, and encourage others to contribute pieces.

- Breakfast News: Joe Miller asked whether anyone knows someone needing to get rid of a refrigerator; the ones in the breakfast hangar are nearing the end of their lives. We don't need new, but better than the aging ones we have would be great. I'll put a note in the newsletter.

- Golf Cart (Rion): Someone asked about the status of the golf cart that was given to the chapter. It remains waiting for attention in the chapter project hangar.

The board will not hold a regular third-Thursday meeting in February. Instead, any necessary business will be covered at the all-day planning session on Feb 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.

February '05

- Amit Dagan / Can You Hear Me Now?
- Benton Holzwarth / January Meeting at the Van-Grunsven 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: Safetying 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 / Luran Paine and the Annual Pie Auction
- Don Hammer / Destinations: Columbia California

January '06

- Brent Anderson / Hats Off To Rion
- Benton Holzwarth / TnT: C-Frame Yoke Shaft Holder
- Bill Costello / Flying Theme Movies
- Benton Holzwarth / Holiday Party at the Hickman's

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

Remaining RV earrings for sale by Judy VanGrunsven, one RV-4 sterling \$20.00; one RV-4 sterling in hoop \$48.50; one RV-6 sterling \$20.00; two RV-6A sterling in hoop \$48.50 each; one RV-6A 14k \$78.00 — call Judy VanGrunsven @ 503-648-3464 [05/06]

Sam James Plenum For Sale — Fits parallel valve (I)O-360, hi-temp epoxy, unused/unmounted. New \$400, sell \$200, more info at www.jamesaircraft.com. Sam James wheel pants - More streamlined than Van's PR pants, supposedly faster, unused/unmounted. New \$200, sell \$100. Randy Lervold, randy@romeolima.com or 360-882-8728 [05/06]

Rans Coyote S-6S Project For Sale -- Fuselage, ailerons, rudder, horizontal and elevators ready to cover. Wings almost complete. Rotax 100hp on firewall and pre-wired. Lowrance Moving Map GPS, Icom A200 com radio, Narco transponder, elec. turn-coordinator, airspeed, vsi, altimeter, compass, elec. digital clock and engine instruments (standard). All lit by electronic lighting system. All standard Rans supplied parts and hardware. Built by an A&P mechanic. Pictures available. Asking \$45,500 Contact Martin email PacWest_aviation@verizon.net or phone 360-332-8719, cell 360-201-3034 [05/06]

Paint for sale 50% off list — Ranthane polyurethane AN Orange Yellow (a bright, rich yellow) plus catalyst and thinner to make 5 gallons (\$750). 1 gal. Ranthane Tennessee Red (\$150). 4 gal. epoxy primer (\$185). 3 qts. Alu-madyne (\$11). 2 qts. metal cleaner (\$15). Dann Parks 360-687-7441 dparks@spiritone.com [05/06]

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]

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 acct -- 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



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EAA Chapter 105

Membership Registration / Renewal Form



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

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

For Renewals, indicate **changed** information only

Name: _____

Check: New Renewal

Address: _____

E-delivery (\$20) Paper delivery (\$25)

City/St/Zip: _____

Renewing multiple years:

Home Ph: _____

_____ yrs, _____ \$total

Work Ph: _____

Nat'l EAA #: _____

Cell Ph: _____

Own / Fly: _____

E-Mail: _____

Current Project: _____

Spouse's Name: _____

Completed Projects: _____

Comments: _____



Larry Tobin makes deal on Spokane local treasure with a promise to love and care for the oldest Stearman in existence. The 1927 Stearman C3B will move to Felts this week end [19 Jan 06] for restoration to be campaigned in 2008. Congrats Larry.
 Photo: Addison Pemberton via Dave Schwartz. Thanks Dave & Addison!

**Next General Meeting
 VAF-Home Wing / Chapter 105**

- Greg Halverson's RV-6
- Thursday, February 9th @ 7:00 PM
- NE Portland
- Map on pg. 4

Next Board of Directors Meeting

(The February meeting will be an all-day work/planning session, please bend the ear of your favorite board member for any issues you'd like aired.)

- Thursday, February 11th @ 8:30 AM

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First Class Mail

To: