

EAA 105

PORTLAND OREGON



March 2006



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Next Meetings

• **March 9th** — Chapter Meeting: A Panel Clinic held at the chapter's hangar at Twin Oaks.

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



Newsletter Deadline

• **March 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

Current status of Chapter 105's restoration project: The Bogardus Little Gee Bee. The recovering job is complete and the wings and control surfaces are being reattached. Stan VanGrunsven guides the tail.

Photo: Jerry VanGrunsven.

Trivia Last month's question is held over to this month — if you want to think about it a little more: "In what feature length action/adventure movie did current EAA President Tom Poberezny appear and serve as technical advisor?"

Breakfast KP Duty

Saturday, March 4th, 2006

7:00 AM	9:00 AM
Melanie DeVries	Melanie DeVries
Matt Preston	Matt Preston
Joe Reuther	Joe Reuther
Dave Lowry	Michael Psiropoulos
Bob Patterson	Josh Forest
Josh Forest	David Salesky
Jim Mitchell	Ken Rentmeester

Saturday, April 1st, 2006

7:00 AM	9:00 AM
Matt Preston	Matt Preston
Melanie DeVries	Melanie DeVries
Mike Robertson	Keith Radcliff
Anthony Prutch	Leejay Robles
Ron Poe	Mike Popa
Tom Sampson	Ralph Schildknecht
Stephen Rosenstock	Ken Scott

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>



The Bogardus Little Gee Bee tail juxtaposed with an RV's. New-old meets old-new.

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>

Irony

Dan Montee via the Bearhawk mail list

I picked up my new ELT today. After completing the transaction I picked the box off the counter and noticed a warning on the end of the package, "fragile - do not drop"....

I must admit it stopped me for a moment before I laughed.



Northwest RV Fly-In

Joe Blank

The NW Annual RV Fly In is now in the initial planning stages. Now in its 15th year for 2006, the Home Wing sponsored "NW RV Fly-in" has developed a loyal following with RV pilots attending from as far away as California and Texas. Traditionally held the Saturday on Father's Day weekend, it's a great chance to get up close and personal with over 100 RV builders and flyers. Walk the flight line, take some pictures, have a hamburger lunch, and buy an event t-shirt... if you're interested in RVs, you won't be disappointed. The 2006 fly-in will again be held at Scappoose (SPB) on Saturday, June 17th.

Of course this Fly In, like any other, is made successful by the use of volunteer slave labor..., oops, I mean help. So at this time I am shamelessly soliciting names to participate as "Crew Chiefs" and/or staff for Grounds Set Up/Take Down/Cleanup, Hamburger Feed, Auto Parking, Aircraft Parking, and T-Shirt Sales. (Did I mention that Crew Chiefs receive a free T-Shirt?) Other opportunities for folks to provide help are someone to make up various signs, provide a BBQ, be a photographer... you get the idea... Interested parties please contact me.

Speaking of our fly-in t-shirt — every year it's a new design with a new plane (or planes) featured. They've become something of a collector's item, with many people taking pride in owning one from every year. Some of the past years shirts are still available for sale at the monthly breakfasts. Just ask...

Blue Skies!

Joe Blank – 2006 Fly In Boss

Jeblank@molalla.net

Chapter 105 Young Eagle Events for 2006

Date	Arpt	City	Event
29 Apr	VUO	Vancouver	Open Cockpit Day – Pearson Air Museum
20 May	HIO	Hillsboro	B17 Visit
17 Jun	SPB	Scappoose	NW RV Fly-in
5 Aug	7S3	Hillsboro	Chapter 105 Breakfast
2 Sept	7S3	Hillsboro	Chapter 105 Breakfast



Young Eagle Volunteer Pilots Needed!

Ron Singh

You could have a positive influence on a child's life by introducing him or her to the world of aviation. The Young Eagle Pilot requirements are

as follows:

Must hold an appropriate Airmen's Certificate (Sport Pilot or greater), have current flight review and must be current to carry passengers in the aircraft, and the aircraft must be in airworthy condition

Must possess a current Medical Cert (if applicable)

Must be a current EAA National member

Aircraft passenger liability insurance is required for the aircraft used (owned, rented, or borrowed) and as an EAA member, pilots participating in the Young Eagles program are eligible for an additional \$1 million of passenger liability insurance coverage, if they carry a minimum of \$100,000 per seat liability insurance

The Young Eagles registration form must be completed before the flight, complete with parent or guardian signature

So, if you are interested in being a Young Eagles pilot or ground support crew, or simply wanting to know more about the program, please contact me via email at rsingh75@comcast.net or by phone after 6 pm at (503) 646-2144.

Meeting Coordinator:

Randall Henderson

503-297-5045
randall @edt.com

March 2006 Meeting



Program: Instrument Panel Clinic

**Address: Chapter Hangar — Twin Oaks
12405 SW River Rd., Hillsboro**

Date: Thursday, March 9th

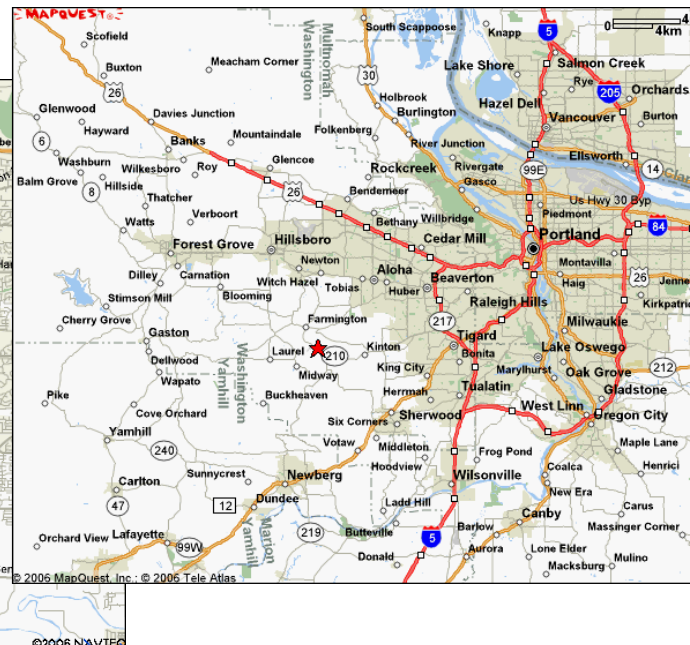
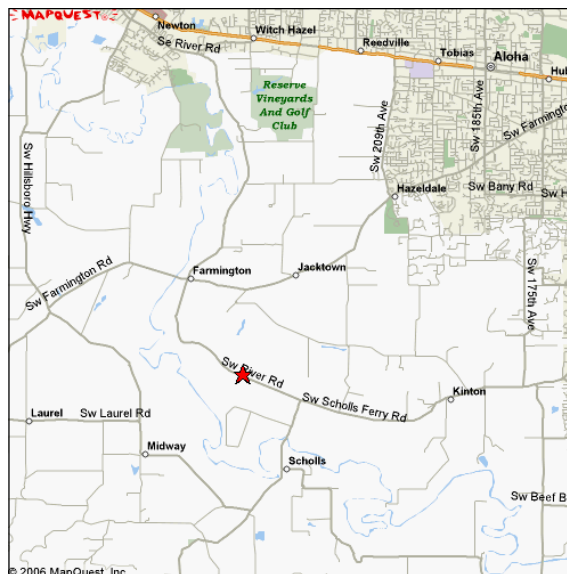
Time: 7:00 PM

The March meeting is an instrument panel clinic, and will be held in the big hangar at Twin Oaks (breakfast hangar).

We have a few short talks set up, but the subject is so voluminous that we'd never have time for everyone who wants to tell the whole group about what they know (or think) about the subject. So a major part of this clinic will be set up as a "science-fair" style deal, with folks who have instrument panels (partial and complete), CAD drawings, templates, schematics, tools, and other show-n-tell items set up on tables, and be available to answer questions or give mini presentations.

An important aspect of this clinic is that it is an opportunity for homebuilders to share knowledge and techniques with each other. So while there would no doubt be some value to be had by bringing in representatives from the avionics shops or manufacturers, we're going to keep the commercial aspects to a minimum and keep it primarily a member/builder thing.

We have a number of participants lined up already, but the more the merrier. We'll set up tables for individual display, and members are encouraged to bring any of the following:



Partially or fully completed instrument panels

Drawings and schematics of instrument panel cutouts and wiring (CAD or otherwise)

Other show-and-tell items, like special tools or jigs, panel templates, homemade or unique instruments, panel lettering devices, or other stuff that folks aren't likely to have the opportunity to see elsewhere. We're looking mostly for unique or educational items here, no need to bring a bunch of individual radios, instruments, etc. that we can all see at the avionics shops and fly-marts

Stuff you want to sell, loan, or give away

To help us plan properly, please send email to the meeting coordinator if you think you will be participating (email above).

Directions

From Portland: Take Highway 217 to the Scholls Ferry exit, go west on Scholls Ferry for approx. 7 miles. There is a flashing yellow light where Scholls Ferry makes a hard left turn to go to Sherwood; DON'T make this left, but instead continue west and you'll be on River Road. About one mile past the flashing yellow light is Twin

Oaks, on the left. If you get to the four way stop at Farmington, you've gone too far. (Heck, if you get to the alpaca ranch, you've gone too far.)

From Hillsboro: Take River Rd. south. About one mile beyond the Farmington Road intersection is Twin Oaks Airpark, on the right.

Parking: There's plenty of auto parking in the upper lot.

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

Future Meetings

Apr 13th — Dave Lowry's Lancair Legacy

May 11th — Annual Van's Aircraft Visit

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.

Building on a Budget: Greg Halverson's RV-6 Project

Benton Holzwarth

The February 9th meeting of EAA Chapter 105 was hosted by Greg Halverson's at his home in northeast Portland.

Randall opened with the usual business: There were several guests for the evening; Brad, a student pilot flying out of Twin Oaks; David, building an RV-8 in a one-car garage and Melanie, a PCC student who has been helping at the most recent pancake breakfasts. For milestones, there was one report of a first flight in an RV-6, actually back on Nov 2nd. Al Strickfaden reported his second RV-6 project passed inspection on the first try.

One member (guest?) reported for his milestone that he's working now on the next segment of his RV project, a set of Slow-Build wings, and that he's always looking for folks interested in helping. This prompted one or two others to volunteer that they'd love to spend some time helping in advance of getting their projects started. This naturally led to the observation that the NL could provide a 'matching service' for folks to advertise their assistance needs or availability. (Look for it in this issue!)

Rion gave a quick report on the new hangar progress. The 'pop-out' is about 80% completed -- glass is in, and the siding is going on. The hangar needs an electrical inspection, then insulation, heat and sheetrock on the inside.

Dave Burkhardt mentioned he has a 24' trailer to loan -- completely suitable for carting airplanes from home garages to airports.

For upcoming events, Joe Blank piped up regarding the upcoming Northwest RV Fly-In, hosted by the Van's Airforce Homewing and EAA Chapter 105. It'll be on June 17 this year on Scappoose airport. He's soliciting



Greg Halverson

help with crew-chief positions and additional volunteers. He can be reached at jeblank@molalla.net

.Randy reminded us about the Northwest Formation Clinic, taking place at Redmond June 30th to July 2. Info on the clinic website, www.romeolima.com/FormationClinic.

There's also the Oregon Int'l Airshow -- Hillsboro coming and EAA's B-17 bomber, Aluminum Overcast, coming to visit HIO on May 18-22.

Randall is still juggling the dates but upcoming meetings include a Fiberglass class with Dave Lowry and his Lancair Legacy and our annual visit to Van's Aircraft to see all the latest there. Next month will be the panel clinic, held at Twin Oaks, either at the new project hangar if it's ready or in the upper (breakfast) hangar.

For want ads, Randy called out his Sam James components [see updated want ad in the classified section -- Ed.] and Laird Smith says he has an RV-3 tail kit, free to a good home.



Greg fashioned Aluminum fairings for the horizontal-vertical stabilizer intersection.

Mike Robertson piped up for FAA events. There'll be a Safe Flight Clinic on the Bend airport Jun 2-3 focusing on Density Altitude decision making. Aircraft inspections will be performed with a promise that no penalties will be asserted for planes found illegally flying on the way in, tho' they may be grounded there until repairs are made. Then, with a clean report, pilots may fly with a safety pilot upgrading their skills. More information is available on the FAA website -- safety.faa.gov.

And with that, we proceeded with the meeting subject. Randall introduced Greg with a few jokes and pokes at his scrounging skills and Greg took over with more information.

This is Greg's third ship, having previously built a Thorp T-18 and an RV-6 that was written up in a Sport Aviation article on budget building.

Even tho' Greg works on the cheap, he's always interested in trying new ideas, and incorporated several on this plane. He's juggled the fuse skin seams rather than butting them. Still playing with shaping aluminum, he's fabricated metal fairings for the tail horizontal and vertical surfaces. He's also detailing the metal surrounding the windshield with flanges and strips to good effect. Greg showed the Avery joggling tool he's been using and recommended it.

Greg also demonstrated his Roto-Zip tool loaded with a 1/16" fluting bit (not too expensive and available at the

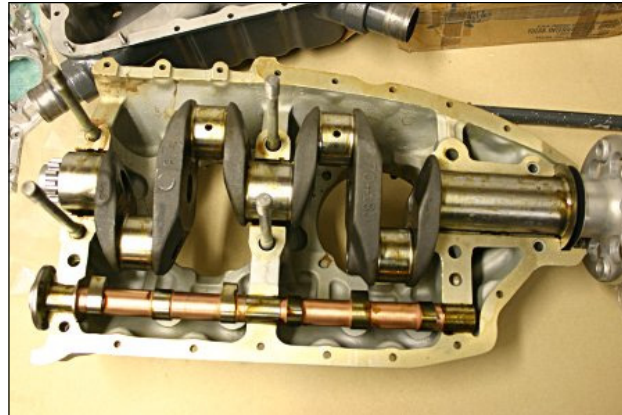


The boot-cowl to windshield intersection has a turned up flange to meet the Plexiglas.

home-improvement stores) that he likes to use for trimming the plexiglas. His advice on the plexi is to practice on scraps before hacking in on the pieces that will go on the airplane.

Greg says he learned to scrounge while building the T-18, since in that day there wasn't nearly the support for homebuilders as there is now, where folks can get anything they need in days from any of the popular suppliers. He says about half the components on this plane are used, including much of the airframe kit, which was already started when he took it over. By having the vision of what he'll need in the future he can watch the classified ads and pick up pieces when prices seem attractive. He follows Doug Reeves' VAF website's classifieds (<http://www.vansairforce.net/4sale.htm>), and has found several bargains there. He expects to get this plane in the air for about \$32-\$33k. He's considering leaving it in silver rather than painting the exterior. (He takes a lot of ribbing for painting his first RV with a roller.) It seems like he still has much to finish (the panel is empty though the instruments are 'in-house', and the engine still needs to be assembled and hung), but he's been making steady headway and thinks he'll have this one ready for its first flight in June.

Greg is also building up his own engine, an O-360. Following the education and recreation goal, he'll be working with a friendly mechanic to put the pieces together. The parts were laid out on one of his benches, and it was interesting (to several of us, I think) to see the insides of a Lycoming engine.



The panel is punched but instruments are waiting. I understood Lycoming's induction feeds through the oil pan, but seeing the casting helps to really internalize it.

Trivia

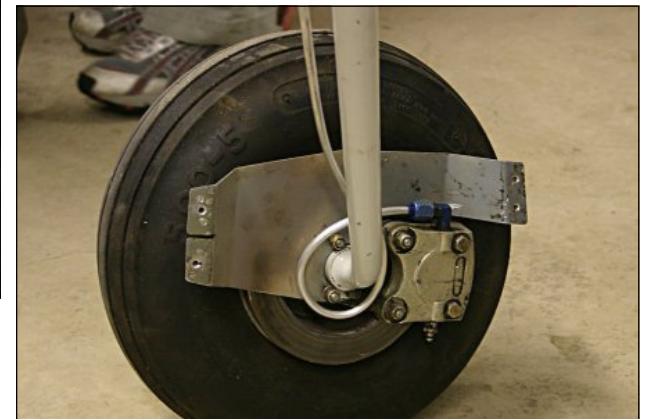
Rion Bourgeois



March's Question

There was no winner in last month's trivia contest, probably because I confused past EAA president Paul Poberezny with current EAA president Tom Poberezny, so this month I would like to restate the question, which should help with your web searches. (Our newsletter editor Benton Holzwarth guessed right despite my mistake [then screwed up in not fixing it before sending out the NL! —Ed.], but he is ineligible because he sees the question before everyone else).

The corrected question is: 'What feature length action/adventure movie did current EAA president Tom Poberezny appear in and serve as technical advisor?' Hint: the answer can be found in the January newsletter. As usual, the first member to send me or Benton the correct answer wins a free breakfast at the Aileron Cafe'. Contact info is near the back of this issue. Prior winners are Ken Scott, Dan Harris and Brent Anderson.

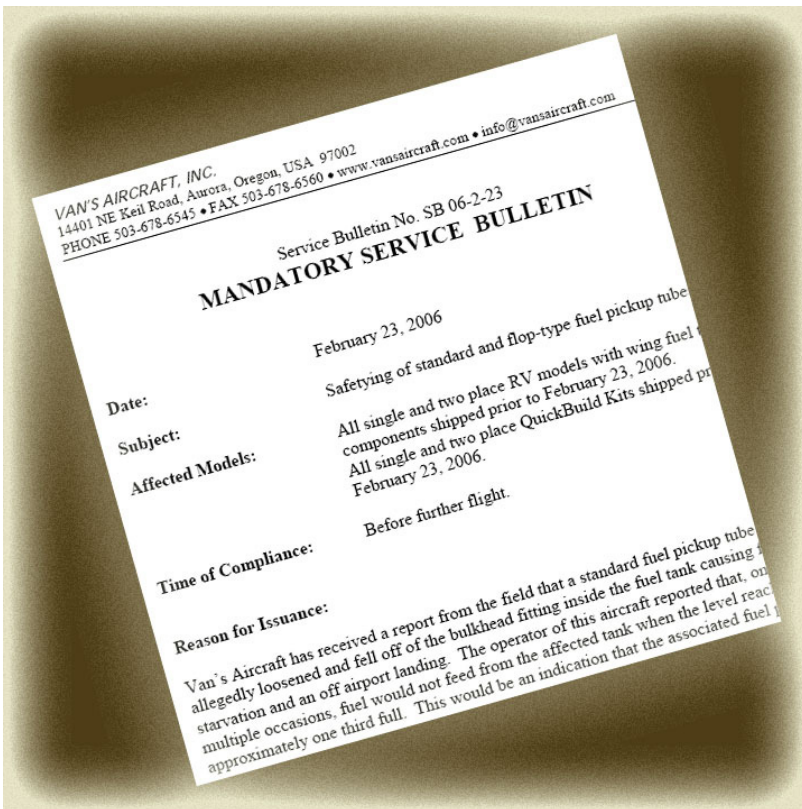




Mandatory Service Bulletin – AIEEEE!

Randall Henderson

I don't spend much time on the RV-list these days but now and again I check in, and the other night I did so without the faintest idea of what was in store for me.... Ya-HOOOO! My email box filled up like New Orleans after a Hurricane. After FEMA left, I went in and had a look at what all the fuss is about.... hmmm... looks like it's about this "Mandatory Service Bulletin" from Vans that says we all have to modify our fuel pick-up tubes



"before further flight." I'll bet the guys at Vans were reaching for their nomex jumpsuits about the time they put THAT up on the web site!

My take on the whole thing (for what it's worth, i.e. zero) is as follows:

REGULATORY: N/A. SBs aren't applicable to home-builts. This comes from the FAA. With aircraft certified in the experimental amateur-built category, there is no such thing as a "Mandatory" SB.

INSURANCE/LIABILITY: Yeah, it's a concern, especially if you have an accident due to your fuel pickup tube falling off! But I don't buy into the theory that until you comply, you're effectively uninsured. Insurance companies depend at least to some extent on satisfied customers to stay in business, and if they denied coverage every time some unrelated airworthiness issue popped up, it would quickly become known that the policies aren't worth the paper they're printed on, and they'd see people dropping their hull insurance like flour bombs at a fly-in. If on the other hand your pickup tube DOES fall off and you (or someone you sell the plane to) crashes the thing and causes someone injury or death -- well, I wouldn't want to be the one up there on the stand trying to explain to a jury how I technically didn't _have_ to make that mod.

SAFETY: Forget about the regulatory and legal issues, the bottom line is that there is a potential safety issue here and it behooves us all to be very mindful of Vans' words on this. It could be argued that there's some gray area with those who manufactured the thing in some fashion not in the original plans. Vans apparently won't consider modifying their SB to include any methods other than those given in the SB which I think is unfortunate -- it seems to me that endorsing the 'already gooped with proseal' case would not put them out on a limb. But as the manufacturer of your one-off experimental airplane, its really

up to you to make that call. Regardless of how you make it, SAFETY, not convenience, should be the main criteria.

BUT IT'S HARD! Ya so what. You built the thing didn't you? I'll bet just about anything that the people who are yelling the loudest about this are the ones who didn't actually build their planes in the first place, and quite frankly they haven't earned the right to whine about it. In any case, unexpected downtime is a fact of life for ALL airplanes, certified and non. Deal with it!

METHODS AND ALTERNATIVES: Sticking a borescope up in the fuel drain to check the nut between now and such time as you can make the mod is one suggestion that's been made. Anyone have a borescope they could offer to group members? As for the actual mod -- if you're thinking of removing the tank so you can get at it easier (I would) consider maybe pulling the wing instead. Not a good option for those of us with full carrythrough spars (I'd have to remove 36 wing bolts on my -6) but with the newer stub-spar designs it might be easier than pulling the tank. When removing the access cover, a sharp putty knife with rounded off corners makes quick work of cutting the proseal. I would NOT recommend any method other than proseal to reseal the plates. I've seen too many people try to do this 'just in case' they have to deal with a leak in their tank, and wind up with leaks around the plates instead. And I can say from experience that it's really not difficult to get the prosealed ones off.

STILL BUILDING? Take heed. Those who painted over their fuel tank screw heads are likely wishing they hadn't about now -- I know on my -6, it's WAY easier to pull the tanks than to try to do a mod like this in place. Builders should take this as a lesson wherever else there is a choice between doing it the easier (or prettier) way, versus the more maintenance-friendly (and invariably harder) way. Make an access hatch, install screws & nutplates, and otherwise build it so you can get at things later. It may be a long time from now but some day, like as not, you're going to be really glad you did.

(standard disclaimers apply: consult your airworthiness inspector, insurance agent, attorney, and faith healer before using, may cause shouting, hysteria or uncontrollable giggling, offer void where prohibited or deemed just plain stupid, etc. etc. etc.)

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.

Heated Shop Floor

Budd Davisson

from a thread on the Bearhawk mail list

Here's an entirely new approach:

Hands down the best shop floor I've ever had was wood with hot air pumped under it.

I used mine for a garage too so what I did was lay out a system of floor joists against the slab but the ends were staggered so they ran short of the wall so air that was pumped in one end was free to zig zag back and forth the full length of the floor.

The floor was 3/4" ply with 5/8" on top for extra strength (I was running vehicles on it) and so I could peel it off and replace it when it got too beat up. The bottom one was glued and screwed but the top just screwed every so often. I urethaned it by just pouring it on and squeeging it out. I only used it about 15 years before moving but never replaced the top layer.

The floor had an unbelievably nice "feel" to it even during summer when it wasn't heated. Wood just doesn't wear you down when standing on it for long periods. Also, I'd periodically be tooling something and I'd just screw blocks to the floor to hold stuff in place.

Once I figured out where most of the work was being done, I'd cut a hole and install a home made grill system so I could bleed air directly into that area.

A wood floor is so much nicer than concrete in a shop. Bd.

[I'm thinking I could make up 2'x8' *pallets* like this from plywood and 1"x1/2" sticks. Add a \$20 heater at one end and it'd be really nice to stand on when the shop's 40 deg. — Ed.]

Safety Thoughts March 2006

Len Kauffman

Talking Engines:

A friend once told me that a recip engine usually talks to you before it quits. That's something good to keep in mind. Sure, the engine might break a crank or rod without warning, but most of the time we get some notice. Engines have a number of ways to talk. Change in sound is the obvious one, but we all know that an engine will sound a little rough over large bodies of water, at night and over inhospitable terrain. So what else is there? Engine gauges tell us a great deal, if we look at them. Oil pressure and temperature give us a picture of engine lubrication and cooling. Fuel gauges and fuel selector tell us how long it might run. Engine RPM or manifold pressure can indicate a slow loss of power — maybe due to carb ice or impending air filter blockage. A glance at the fuel pressure gauge when switching tanks might provide good information at that moment (and turning on the fuel pump before changing tanks might help ensure positive feed). The ammeter and voltmeter can tell us how the charging system is doing and how long the electronic ignition system and radios might work. If you have them, CHT and EGT will give us a picture of inner workings of each cylinder. The vacuum gauge has good information if we have traditional vacuum gyros. What's that -- loss of vacuum pressure won't cause engine to quit? That's probably true in good weather. But in IMC with a pilot focusing only on a dying attitude indicator, there is a good chance the engine will quit when he augers in. I'm sure we might think of a few more engine-talk examples, but you get the idea.

The problem is many of us go long periods of time without "listening" to the engine. We're so busy checking out the gorgeous scenery or, if IMC, keeping the plane upright that we don't get around to the engine instruments. That brings to mind an old story. When I was in Army helicopter flight school my stick buddy was practicing night landings in a UH-1 (Huey) with numerous trips around the pattern. Our IP was in the other front seat and it was my turn in the jump seat to watch and



learn. Procedures called for verbal call-out of checklist items including "Instruments in the green" before take-off and on downwind of each circuit. We made 4 or 5 trips around the pattern with "Instruments in the green" called at the appropriate times. My buddy was doing a fine job of flying. The problem — well, the IP had pulled a circuit breaker just after the first takeoff. Yep, engine instruments were flat at zero the rest of the time and my friend didn't actually look at them during his calls. The IP simply couldn't take any more of those "in the greens" and blew up in my buddy's face. Ripped him a new orifice — it was not a pretty sight. But you know what, I actually looked at the gauges when I flew my patterns that night.

New instrument technology is a big step forward in talking engines. Rob Hickman's AF-2500 engine monitor system is a good example. It actually has voice alerts. Too bad my stick buddy didn't have one that night.

...Len Kauffman

FAA Runway Safety Program Pilot Safety Meeting

Topic:

Runway Safety at Hillsboro and Portland

Date:

March 15, 2006 at 7:00 PM

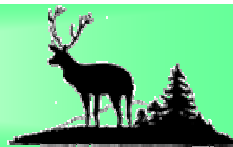
Location:

Portland FSDO
3180 NW 229th Avenue
Hillsboro, OR 97124

A dynamite presentation on runway safety with the latest information direct from Max Tidwell, the Regional Runway Safety Program Manager.



DESTINATIONS



Coeur d'Alene (COE): There Is More to Idaho than Flying the Backcountry



Donovan Hammer

Coeur d'Alene serves as the central hub of a year-round recreational area located in northern Idaho just a few dozen miles east of Spokane, Washington. During the summer flying season, the surrounding area offers a wide range of outdoor activities owing to the abundance of lakes, rivers, and mountain forest lands. Coeur d'Alene can also boast of a highly rated resort that towers 18-stories over the northern shore of Lake Coeur d'Alene.

COE is a full service, non-towered airport located five-miles north of town. At an elevation of 2318 feet with a 7400 ft. long runway, the airport is accessible to most airplanes even during the warm summer months. Even so, density altitude should never be taken for granted. Car rental is provided by Dollar and Thrifty as well as a couple of local providers. Transient parking is available from either of two FBOs, Resort Aviation Jet Center on the east side and Heli-Prop Aircraft on the west side. For those who like pumping their own gas, self-service fueling is available at Heli-Prop Aircraft.

Hotel and dining choices in Coeur d'Alene are plentiful with options to fit a wide range of budgets. The crown jewel would of course be the Coeur d'Alene Resort which is a four-diamond AAA rated resort with commensurate prices. As is typical these days of recreational destinations, Las Vegas style gaming has come to town in the form of the Coeur d'Alene Casino Resort Hotel.

To top the list of in-town activities might be the dinner and sightseeing cruises that are available for Lake Coeur d'Alene and the St Joe River. Local marinas and outfitters can provide the equipment for all sorts of water sports, boating, kayaking, and fishing. The kids might

be glad to hear that the town now has a fairly sizable water park. As would be expected there are the ubiquitous golf courses and tennis courts. For a little out of the ordinary experience, the Coeur d'Alene Resort golf course features an off-shore floating green.

Adventuring out away from town can have its appeal as well. There are mountain biking and hiking trails aplenty with local outfitters who can supply any needed equipment. Those who relish the excitement of white water rafting won't be left out as there are tours that run the Albertson Gorge of the Clark Fork River.

Driving eastward along the I-90 freeway brings you to towns like Kellogg and Wallace which are part of the area's extensive mining legacy. Here one can find various museums and tours for those folks who have no aversion to an opportune educational experience. While in Wallace we took the tour of the Sierra Silver Mine which is one of the area's more popular of mine tours. The Sierra Silver Mine is a fairly modern, still operational facility with connections to the local community college. Perhaps an interesting footnote for those devotees of campy sci-fi movies is that Wallace served as the location for the 1997 filming of Dante's Peak with Linda Hamilton and Pierce Brosnan.

Located a short drive to the north along highway 95 is the Silverwood Theme Park and the Boulder Beach Water Park complex. In addition to thrill rides and massive water slides, Silverwood also offers shows and entertainment similar to those seen at other theme parks like Six-Flags or Busch Gardens. Silverwood is probably the largest theme/water park complex in the Pacific Northwest and even more noteworthy is that the complex is built around an airport. In times past, air shows and glider rides were part of the summer's entertainment activities at a younger, smaller Silverwood. It was

strange to reference the FAA's Airport/Facility Directory and see that a rollercoaster was listed as a nearby approach obstruction. We have visited Silverwood three times over the years and we have yet to drive there. Since we always scheduled our Silverwood visit for the last vacation day, the theme park was merely the first stop, albeit an extended one, on our return flight home. However, it is important to note that Silverwood is no longer listed as a public-use airport although it is still shown on the sectional chart as private-use. So, prior to making any plans to fly in, it would be advisable to check with the park management to verify that you will still be allowed to land there.

The flight to COE from the Portland area can easily be made within a half day's travel time even accounting for a fuel stop. Weather considerations during the summer are usually minimal (but never negligible) since the Columbia Gorge is pretty handy for almost any route out of the Portland area. Once east of the Cascades there will likely be little trouble negotiating weather or terrain. To avoid the restricted airspace over the Army gunnery range northeast of Yakima, one should plot a route either south to the Tri-Cities or north to Moses Lake via Ellensburg. Either route traverses some of the most geologically intriguing terrain to be seen anywhere in the nation. I would perhaps suggest one route for the outbound flight and the other on the return. A flight from Portland to Coeur d'Alene runs along approximately 85% of the length of the Channeled Scab Lands of eastern Washington. For me a flying vacation is an opportunity to make the journey itself as much of a treasured experience as the destination. And in this case, doing just a little bit of homework ahead of time (see the web links below) will allow you to better appreciate the sort of sightseeing adventure that only an airplane can offer.

Travel Tip #1:

One should never embark on a cross country flight without adequate resources. It is never a good idea to skimp on the navigational charts. If the planned route is near the boundary of a sectional chart, one should bring along the adjacent sectional chart as well. It is not improbable, particularly on longer multi-day trips, that you might have to consider making a 100-mile diversion for weather or for some other reason. Furthermore, even if IFR flight is not anticipated, instrument rated pilots who

are current should always bring along any potentially pertinent IFR Enroute Low Altitude charts and approach plates if the airplane is so capable. I can surely attest that these helpful habits have come in handy on occasion.

There are any number of handy supplemental materials such as the Flight Guide books from Airguide Publications, Inc., or the AOPA's Airport Directory. Although the FAA does not consider these documents to be legal substitutes for their Airport/Facility Directory, they often provide more comprehensive airport information regarding FBOs and other relevant services available on or near the enroute and destination airports.

Travel Tip #2:

Of course for preflight use, the universal resource for flight planning is an internet capable notebook computer. A notebook computer connected to the internet can provide an almost infinite range of flight planning resources. This is why I always try to stay at hotels that offer high-speed internet services. Since space is limited I will discuss only two internet resources.

For aviation weather, one of the best web sites is the Aviation Digital Data Service (ADDs). This web site is loaded with the sort of aviation weather forecasting and reporting services that is essential for obtaining and maintaining the proper level of situational awareness that is required for any preflight planning.

The AOPA web site provides their membership a great source of flight planning services such as an airport directory, published terminal procedures, FBO information, TFR updates, and aviation weather. Available for down loading are the NACO published terminal procedures, approach plates, and airport diagrams. To help reduce confusion or the likelihood of an unintentional runway incursion at an unfamiliar airport, I recommend that VFR pilots also down load the NACO airport diagrams for all potential enroute landing sites. Not only are these some of the best available depictions of airport layouts, but better yet, they're free.

Before I conclude my adulation of the AOPA web site, I would suggest for those that haven't already done so to down load a free copy of AOPA's Real-Time Flight Planner software. This software allows a very quick and convenient method for (1) plotting potential routes, (2) esti-

imating times and distances, (3) spotting TFRs and special use airspace, and (4) obtaining airport information. It is still required for navigational use that this software be used supplemental to sectional charts and other official resources, but it allows a quick way to work out several "what if" alternate scenarios. This has come in handy for me on a few nights at the hotel room where the weather situation for the next morning's departure was somewhat fluid. For those who choose to use such features, the Real-Time Flight Planner can also be used to acquire and overlay enroute weather information, as well as to connect with your favorite DUAT service to obtain NOTAMs and to file flight plans.

Related Web Links:

- Channeled Scab Lands
http://en.wikipedia.org/wiki/Channeled_scablands
- PBS Nova Episode on the Mega Flood (and Scab Lands)
<http://www.pbs.org/wgbh/nova/mega/flood/scablands.html>
- Coeur d'Alene Resort
<http://www.cdaresort.com/>
- Coeur d'Alene Visitor's Bureau
<http://www.coeurdalene.org/>
- Silverwood Theme Park and Boulder Beach Water Park
<http://www.silverwoodthemepark.com/>
- Wild Waters Water Park
<http://www.wildwaterswaterpark.com/>
- Aviation Digital Data Service (ADDs)
<http://adds.aviationweather.noaa.gov/>
- AOPA Flight Planning
http://www.aopa.org/flight_planner/intro.html

...Don Hammer

Chapter Calendar

Mar 4	Pancake Breakfast — Twin Oaks Airpark
Mar 9	General Meeting—Panel Clinic at the Breakfast Hangar, Twin Oaks.
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 3	First airplane flight over MtEverest — 1933
Apr 12	Yuri Gagarin—first man in space — 1961.
Apr 13	General Meeting — Dave Lowry's Lancair Legacy and an FG clinic
Apr 13	General Meeting—Dave Lowry's Lancair Legacy
Apr 27	Spirit of St. Louis completed — 1927

Editor's Notes

Benton Holzwarth



Tri-Pacer news: the annual is finished (tho' as I write I've not yet flown the results.) The good: the price breaks down roughly into thirds — one third for the standard fabric Piper inspection, one third for the host of minor things I wanted Bob and the Twin Oaks crew to address and one third for an upgrade to a B&C starter. Bodes well for the second annual... I was in Delco-hell rocking my engine over the first compression stroke, really looking forward to hitting the button and watching the prop windmill rather than groan. Looking forward to the new flying season.

Board Meeting Highlights

Your Chapter 105 Board

The February board meeting was organized as an all-day planning session, held at Randy Lervold's home. The entire board attended: Randy Lervold, Len Kauffman, Dick VanGrunsvan, Tom Louris, Ralph Schildknecht, Ron Singh, Benton Holzwarth, Mike McGee, Joe Miller, Rion Bourgeois, Jenn Hickman, Jim Mitchell and Randall Henderson.

Members began arriving at around 8:30 AM, Saturday, Feb 11th, and enjoyed a 'continental' breakfast while looking over the progress on Randy's RV-3B project.

The meeting commenced at around 9:00 AM. First business was approval of the January meeting minutes. The notes were emailed before the meeting (and were also included in the Feb newsletter.) They were approved as circulated.

- **Bogardus Trust (Rion):** Rion first gave a brief history of the Bogardus trust, its formation and goals. The trust was set up as a tax-free, charitable organization from the proceeds of George Bogardus' estate which he left to the chapter. It gives scholarships and grants totalling about \$10,000 per year for aviation-related education. About half of that goes to the Centers for Airway Science; the rest, in smaller amounts, to a variety of groups including travel and tuition grants to EAA AirVenture for one or two youths, the Pearson Air Museum and scholarships to Civil Air Patrol cadets.

The Bogardus Trust is a completely separate entity from the chapter, but is closely allied. The chapter board appoints the Trust's trustees, and the Trust is directed to report annually to the chapter on its activities and finances. The Trust's charter calls for five to seven trustees, each nominated to a four-year term. Chapter 105's president automatically becomes one of the trustees, but due to Rion's extended tenure as chapter president, the number of trustees has dwindled. At this meeting of the Chapter 105 board, a motion was made and approved that Jim Mitchell and Benton Holzwarth be appointed as Bogardus Trust trustees.

- **Little Gee Bee update (Dick):** The latest messages from the NASM (National Air and Space Museum) suggests that they'd like to receive the nearly restored "Bogardus

Little Gee Bee" in the April/May timeframe. Randall would like to organize a chapter visit, or perhaps a Saturday Breakfast viewing, before it departs so everyone can have a look at our ship bound for the NASM's new Udvar-Hazy Center at Dulles Int'l airport, near Washington, DC.

- **TC/FA rewards (Randall):** With an eye to Brent's mug awards to our chapter YE pilots, Randall floated the idea of extending the awards to our Tech Counselors and Flight Advisors. No decisions taken.

- **PCC Volunteers (Len):** PCC's 'Intro to Aviation' class requires students to perform 15 - 20 hours of community service. In the last month or two, a couple of the students have assisted at the Pancake Breakfasts as a part of that service. Len asks whether he should include more students as assistants, and whether there are other projects they could help with. The decision was made that we should not replace more than half the rotating breakfast volunteers (members) with PCC students, since one goal of that task is to help chapter members get to know each other.

Other suggested opportunities for students to help with included helping with painting the new chapter hangar and other finishing tasks, the RV Fly-In (contact Joe Blank) or helping as ground-staff at YE flights.

Finances (Jenny/Randy): Jenn produced a "Profit & Loss" statement comparing last year with this year. In short, the chapter operated well 'in the black' for the year, but considering the one-time nature of some items, that may not repeat every year. Working with the P&L numbers, Randy resifted it to summarize the income and expenses associated with the major chapter events of last year, and our major non-event income and expenses.

Of the general 'non-event' income, the monthly breakfast operation brings in the largest share, nearly double the second place -- dues. Of the non-event expenses, our hangar rent is the largest, with our OSH scholarships, utilities and the cost of delivering paper newsletters distant seconds.

Of the income and expenses that can be associated with a specific event, the B-17 visit last year generated the largest net income and the RV Fly-In was also net positive; the poker run and December meeting/Christmas party were net expenses. Tho' every event doesn't need to be

'profitable', a theme the board will be considering while planning our events and operations through the year are ways to narrow the loss gaps. Example: a decision was made to put out a 'donation hat' at the Christmas party. We've resisted that until now, and will emphasize that any money collected is for chapter programs rather than an obligation before dining.

Also, the more dramatic shifts in chapter cash flow will need to be scrutinized to ensure we're not driving ourselves to operating at a net-loss.

- **Major Projects and Objectives (Randy):** Randy introduced the next area of discussion, a listing for consensus of the chapter's major projects and objectives for the year.

- **First and foremost** is getting the new hangar fitted out and into use. Once again for those who haven't heard yet, last year the chapter changed our agreement with the Stark's: rather than rent for our own exclusive use the upper 'breakfast' hangar we now have use of it for 14 one-day events per year, the 12 breakfast dates, plus the Poker Run and the November 'Pie Auction' meeting. Additional events can be scheduled for a fee. The Stark's now collect any rent for airplanes hangared there, and are free to offer use of the hangar to other groups. The tables and chairs, etc, remain the chapter's, but are available to the Stark's for other events. Additionally they now pay the cost of the breakfast hangar utilities. Instead, we're now putting the bulk of our rent money towards the two hangar spaces in the row just opened by the Stark's, and working to make the area suitable for chapter and member projects.

- **Bylaws Update:** Randy and Rion are working on an update to the chapter bylaws, to both bring them into compliance with state law and to describe how we actually do things in practice.

- **Young Eagles:** JimM has been voicing interest in organizing more activities for kids, that is, what follows their YE ride. With space available in the new hangar, he'd like to organize more hands-on, aviation-related projects.

- **Restorations:** Dick suggested that aircraft restoration for museum display, as with the Bogardus Little Gee Bee, simplifies many of the liability objections. Also, EAA Nat'l forbids chapters from operating flying aircraft, though restoring/rebuilding to flying status for sale as a

fund-rasier or to chapter members is OK. He further offered that the Oregon Aviation Historical Society has two homebuilts awaiting restoration when and if the chapter is ready to take on another challenge. It was suggested and readily agreed that any project needs to be a specific craft or goal with clear steps to gain traction. Vague plans, "We ought'a do a <whatever>..." pushed down from above won't go anywhere.

Dick VanGrunsven agreed to head up a committee to consider and oversee restoration and other projects at the chapter hangar, with the proviso that his time is limited so his role will be more advisory than hands-on.

- Chapter Activities for 2006:

- All present are in favor of continuing the Poker Run. With the income/expense graphs in mind, ways are being considered to narrow the loss gap. Reducing food costs is being considered, switching from full BBQ to chips or deserts and ice cream. Many pilots have a full lunch along the way and aren't terribly hungry at the last stop, but on the other hand, many families come to the BBQ to join with the individual pilots so that might not be the right place to adjust. Another suggestion is to work on the cost of the prizes, either reducing the value of the top prizes or seeking more donations. Another idea is to draw in specific FBO, and etc, sponsorship with name and logos on event tee-shirts. RonS thinks the BBQ at the end of the flying day is anti-climatic.

- Randy will help with chasing down prizes, soliciting help from the local commercial av community.

- The Poker Run date for 2006 was set as Sept 16th, given confirmation that it doesn't conflict with the Reno air racing weekend. [The Reno Air Races are 13-17 sep 06 -- expect an announcement that the Poker Run is moved to Sep 9 following the next board meeting. --Ed.]

- The 2006 December meeting and Holiday party will be held on Dec 8th, and Jenn Hickman is again graciously offering "Casa Hickman" as the venue.

- B-17 Visit: The EAA's B-17 will again visit the west coast, this time hitting HIO on the weekend (Fri-Sat-Sun) of May 20th. It was felt that more guests could have been brought to the event if it had been more visible. To this end, Rion will look into costs for placing ads in the Portland and Hillsboro newspapers. Other suggestions are

welcome.

- Hangar Status (Rion): Locating an NG tank near the hangar was investigated. Over 120 Gal tanks must be at least 10' from structures, which would put it well out into the planned parking area adjacent to the hangars, so it's being installed across the taxiway, in the median between hangar rows F and G, which then involves running gas lines under the taxiway.

The new hangar furnace is hung, but no fuel yet. The glass is in. Waiting on an electrical inspection, then can insulate, and put up sheetrock. Once heat is on, we can finish the tape & mud. There is some minor repair work needed on one of the rolling doors where its flashing has been snagging on the other door and has peeled up a bit. A little time with some sheetmetal screws and a drill looks like it'd put it back to rights. Code requires insulation on the doors; Rion expects to have closed-cell foam applied.

Tasks: 1) Permits, eng'g and legal; 2) Concrete; 3) Framing; 4) Electrical; 5) Insulation; 6) Sheetrock; 7) Heating; 8) Finish, floor, cabinets and furniture; 9) Hydro-swing doors; 10) Sprinklers. We've spent ~ \$42k, to cover items 1-4 and hope to complete through item 7 at around \$55k (up to \$70k is authorized by the chapter board for the project.) Given the costs of everything, the plan to switch out the rolling doors for a powered bi-fold or hydro-swing seems to be stretching and Rion recommends staying with the rollers at least until finances will again allow considering it. Note: the sprinklers (item 10) are for watering the grass on the west end of the hangar, not internal fire suppression. There is a plan to plumb in non-potable water to support the sprinklers while the gas line is being laid across the taxiway.

We're being careful to not try to sub-contract tasks that are really better done by pros, but there is interest in taking on some aspects. TomL will plan some cabinet/bench arrangements and chase down prices. We considered a couple alternatives for finishing the shop floor, from leaving it bare (\$0) to having it etched and epoxy treated (\$2000). Consensus is to leave it bare for now or at the most apply a sealer to help block some moisture while waiting to see how chapter finances settle out.

- The Hangar Vision (Rion): One plan for the hangars (G1 + G3) is to turn the left side (G3) into four work areas

that could rent to members at, say, \$75/mo, for use while building components. Some tools (bandsaw, drill press, etc) would be provided. As the components grow larger, a member might rent more than one work-area. All commitments would be month-to-month, no long-term contracts -- a plus for both sides. The right side (G1) area would be available for members to perform final assembly or annuals on their planes with the space rented on a week-to-week basis or for other chapter projects. Again, many tools would be available.

Rion, Jim Mitchell and Ralph Schildknecht are the 'hangar committee' (Tom Louris and Benton Holzwarth also expressed interest in helping sound out ideas for usage) and are wrestling with the details of how the space will be managed. The aim is to structure it so that it's attractive for short-term usage, but long-term arrangements would be avoided to allow as many members as possible to take advantage of the space. The hangar committee was tasked with compiling a 'usage policy.'

There is also hope that the space will be available as a 'club house' for members to drop into casually, and as a venue for some of our youth activities -- a classroom for the kids to work on their projects as well as other chapter projects.

- Benevolence (Randy): Randy opened with an observation that the club's gifts of scholarships, etc, seemed ad-hoc, and unplanned. His goal is to understand and shape the policy and plan for the chapter's gifting and then adhere to it.

There was consensus that *planned* giving allowed the best use of chapter assets, and that, especially as the chapter enters into a less cash-flow certain period, that we should bias our efforts towards hands-on attention and away from check-book assistance, tempering our cash grants until the expenses due to the changes around the breakfast- and new-hangar settle out. There is interest (JimM, RonS) in exploring workshops for kids at the new chapter hangar.

YE Events (RonS): Pearson Air Museum is planning an 'Open Cockpit' day on 29 Apr. Chapter 902 has already responded, and 782 is also joining in. Ron is concerned that he has a limited number of YE events he can cover, so how best to make use of the available dates? Suggestions were to cover the 'high profile' events -- the Pearson

event, B-17 visit, the Scappoose RV Fly-In, plus, maybe, two Pancake Breakfasts. Goal is to place a listing of the season's plans in the NL, and emails to a 'regular pilots mail-list' a week before events as a reminder that we need folks to turn out. Another follow-on activity suggested is EAA's AeroScholars program which offers a 2-3 college credits.

- RonS would like to produce a flyer of some sort, a hand-bill and/or poster of the year's 'public' events to post and hand out at the other events we participate in. Something that would include chapter contact information and dates for the B-17 visit, Poker Run and etc, to be available at events like the planned YE event at the Pearson Air Museum's "Open Cockpit" day.

After much discussion, the plan is for the chapter to hold off on sponsoring kids to AirVenture this year and leave that to the Bogardus trust. Instead, we'll focus on hands on activities we can do with the kids following their YE flights. JimM and RonS are working together to plan what activities would have the most appeal and could cover the most kids. In future years, we'll take stock of the chapter's financial situation and plan our major 'charity' expenditures at the beginning of the year.

The leather EAA jacket raffle tickets, in some advertising, stated or implied that the proceeds would be applied to AirVenture scholarships. We considered transferring the money to the CAS or Bogardus Trust for scholarships, but in the end decided that we could apply it to our other YE activities, or hold it for a future year when we do again sponsor kids to AirVenture camp.

- Given the chapter's hangar expenses, AirVenture scholarships, and etc, an understanding was made among the board that the chapter would try to maintain a minimum of \$12k of liquid assets (i.e. \$1000/mo for a year) to cover expenses, in the event that income should falter for any reason, for instance, if we should be unable to run the pancake breakfasts.

- Odds 'n Ends: There was a suggestion to add a section to the newsletter for folks to offer or seek building assistance.

There was no further time-sensitive business so the meeting was adjourned at 3:30 PM, when everyone de-

Continued next page, see Board Meeting...

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.

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 / Laurant 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

February '06

- Randy Lervold / Chapter Currents—Feb '06
- Benton Holzwarth / Ed Hayden's RV-10 Project at Hillsboro Airport (HIO)
- Rion Bourgeois / Trivia—Tom Poberezny movie
- Randall Henderson / TnT: Brake Line Fittings
- Ron Singh / Raffle Results
- Len Kauffman / Safety Thoughts
- Steve Mahoney / Destinations: San Juan Islands
- Sandy Wilson / New Year's Eve 2005 at the Spruce Goose

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 pair RV-4 sterling in hoop \$48.50; two pairs RV-6A sterling in hoop \$48.50 each pair; one pair RV-6A 14k \$78.00 — call Judy VanGrunsven @ 503-648-3464 [06/06]

Sam James Wheel Pants For Sale — More streamlined than Van's PR pants, supposedly faster, unused/unmounted. New \$200, sell \$100. More info at www.jamesaircraft.com Contact Randy Lervold, randy@romeolima.com or 360-882-8728 [06/06]

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 acft -- last ~ 5X standard linings, w/o wearing disks. Available in Cleveland -105 (2 rivet) and -106 (3 rivet) types. \$60 plus ship-

ping / set of 4 pads + rivets. If not completely satisfied in the first 100 hours return for a refund. Contact Greg Miller at 503-257-2573 or mauleguy@aol.com. Mail payment and shipping information to: GSM Machine & Tool Inc; 8750 N.E. Alberta St.; Portland, Or. 97220

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



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



...Board Meeting, continued from previous page
cided we'd had enough for one day. The remaining items on the agenda (New Program Proposals, Other Business and Open Floor) will be taken up in future meetings.

The next meeting of the EAA Chapter 105 board will be on the third Thursday of March, the 16th, at 7:00 PM at Baja Fresh, on Scholls Ferry Rd in Tigard.

"Contact!" Chapter Officers and Staff

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Director & Breakfast Volun- teer Coord	Len Kauffman lakauf@Comcast.net	503-885-1920 h
Quartermaster & Tool Meister	Mike McGee jmpcrfr@teleport.com	503-701-6315 cell
Director & Youth Activities Coord	Ron Singh	503-646-2144
Director & Bogardus Trust Liaison	Dick VanGrunsven engineering2@vansaircraft.com	503-678-6545 x327
Director & Ad Hoc Projects	Tom Louris MajorTom@quixnet.net	503-598-4676 h

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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: _____



A low level formation flight?

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

- Panel Clinic
- Thursday, March 9th @ 7:00 PM
- Chapter Hangar @ Twin Oaks (7S3)
- Map on pg. 4

Next Board of Directors Meeting

- Thursday, March 16th @ 7:00 PM
- Baja Fresh
- 12286 SW Scholl's Ferry Rd., Tigard



To:

First Class Mail

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