

EAA 105

June 2006

PULLMAN, IDAHO



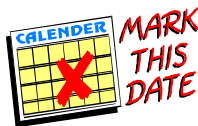


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Next Meetings

- **June 8th** 7:00 PM— Parkside Airpark, maps on pages 5 & 6.
- **June 15th** 7:00 PM — Board



Meeting: TBA — Probably at Twin Oaks in the new Project Hangar (G-1).

Newsletter Deadline

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

On the Cover

Dann Park's RV-6A. Yes, I know, this photo appeared inside last month's issue, but it was just too good not to run on the cover. The air-to-air shot was from John Palister's RV-6, taken by RV-8 builder Dan Miller.

Work Party

The floor is covered, so following the June Breakfast (at 10:30) we need volunteers to help move the remaining materials from the b'fast hangar library, and Jim Hoak's and Dave Gilliam's hangars into the new project hangar. Look for Rion or head down to hangar G-1.

Breakfast KP Duty

Saturday, June 3rd, 2006

7:00 AM	9:00 AM
Pat Hammell	Al Strickfaden
Leejay Robles	Ron VanBladerin
Roy Thoma	Peter Van Schoonhoven
Sandra Bes	Paul Watson
Don Wentz	Terri Watson
Vince Pace - PCC	Robin Wessel
Joanna Feagin - PCC	Brian Wilkins
Josh Fowler - PCC	James Mike Wilson

Saturday, July 1st, 2006

7:00 AM	9:00 AM
Greg Vouga	Jim Wilson
Mike Wilson	Martin Baumer
David Woboril	Matt Benson
Dale Wotring	Dan Benua
Dick Zander	Joe Blank
George Adkins	David Bonkowski
Brent Anderson	Robert A. Brown
David Attack	Bob Brown

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>

Trivia

Rion Bourgeois



May's Question—Answered

Name four former chapter presidents who are CURRENTLY involved in the manufacture of parts for RV aircraft.

Randall Henderson is the only member to provide a correct answer to this month's trivia question: "Name four past chapter presidents who are CURRENTLY involved in the manufacture of parts for RV aircraft." Randall correctly answered Don Wentz, Brent Anderson, Ken Scott and Dick VanGrunsven. Dick and Ken work for Van's Aircraft (before Van's AC acquired its robots, Ken hammered out thousands of wing ribs over wooden form blocks), Don Wentz produces landing light kits through his company Duckworks Aviation (although his wife Janet does all the work, Don is still involved in marketing: he pilots their RV-6 to fly-ins to display the prototype lights he developed), and Brent Anderson produces the elegant Tail Lynx tailwheel springs through his company Brentz Enterprises. Another correct answer is Mike Dennis of Oregon Aero, which produces the high tech seat cushions which cradle the bum of many an RV pilot.

B-17 Report

Rion Bourgeois



The visit by the EAA's B-17, Aluminum Overcast, May 18-24, was a rousing success. Thanks to Promotions Chair Randall Henderson, we got a lot of publicity. Drew Carey did his Good Day Oregon show from the B-17 on Thursday morning (which meant Randall and I had to be at the aircraft to meet and greet the crew at 4:45 a.m.) One of the major network affiliates sent a camera crew out for the media flight, and the Oregonian sent a photographer who was given a quarter page in the Friday paper. We also ran an ad in the Oregonian, and

AM-1360 KUIK radio helped out as always. As a result, the B-17 flew about a dozen flight experience flights, and we had lots of ground tours and merchandise sales. Ron Singh's Young Eagles crew and the YE pilots also gave about 60 YE flights. Thanks are due to the volunteers who made the visit a success: Aaron Frechette, Warren Fraim, Robert Frisbee, Keith Gover, Ron Poe, Benton Holzwarth, Jim Mitchell, Robin Singh, Ralph Schildknecht, Gary Miller, Clay Hofrock, Randy Lervold, Ken Howe, Keith Radcliff, Tom Hart, Bruce Swayze, Bob Patterson, John Jessen, Dunstan Fandel, Ron Graff, Laird Smith, Norm Durell, Craig Halvorsen, Jenny Fandel, Ryan Sauve, Julie Sauve, Melanie DeVries, Jon VanVleet, Richard Guarnero, Rob Hickman, and Kate Rea. As usual, thanks and a hat tip to Steve Householder for do-

nating the electricity and letting us block part of his hangar door with the portable toilets. Tom Hart won the drawing among the YE pilots for a seat on the flight to Seattle. Gary Miller won the drawing among the ground volunteers, but couldn't go. Laird Smith was second but turned it down because he had won once before. So Melanie DeVries enjoyed the ground volunteers' lottery seat. Promotions Chair Randall Henderson had to pass because he had a bad cold (the B-17 crew ended up trading his seat for hangar space to get the aircraft out of the rain for the 30 hour inspection). Ron Poe received the seat for most Young Eagles flown (Jim Hoak flew more Young Eagles, but had a work conflict). Ron Singh had a seat as the Young Eagles Coordinator, and Chapter President, Webmaster and Database Coordinator Randy Lervold chaperoned and coordinated the train trip home. Thanks again guys and gals. [Photos next month! — Ed.]



Young Eagles Success



B-17 Aluminum Overcast visit HIO 20-21 May, 2006
 Coordinators: Ron Singh and Michelle Smith

Pilot	YEs Flown Saturday/Sunday	Total
Ron Poe	5 / 6	11
Jim Hoak	11 / 2	13
Bob Gresli	3 / -	3
Tom Hart	4 / -	4
Tom Louris	- / 6	6
Dan Benua	5 / -	5
Dan Harris	3 / -	3
Rion Bourgeois	6 / 5	11
Ron Singh	1 / 2	3
Total	38 / 21	59

Pearson Air Museum Open Cockpit Day 29 April, 2006
 Coordinators: Ron Singh and Michelle Smith

Pilot	Young Eagles Flown
Dan Benua	6
Stan VanGrunsven	5
Brent Anderson	6
Ron Singh	4
Total	21

Volunteer	Organization
Melanie DeVries	PCC Student / Women in Aviation
Larry Altree	PCC Instructor
Sandra Peters	Hearts on Wings
?? Peters (husband)	Hearts on Wings

Volunteer	Organization
Melanie DeVries	PCC Student / Women in Aviation
Joy VanVleet	Women in Aviation
Kate Rea	Women in Aviation
Ryan Sauve	PCC Student
Julie Sauve	Ryan's wife

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>



Young Eagles — Sharing the Joy

From: Tracy Fabel [mailto:tfabel@...]
Sent: Saturday, May 20, 2006 10:13 PM
Subject: RE: Free flight

Dear Ron,

I want to thank you and your organization for the fantastic experience my children had today. They have both talked non-stop about their flights since coming home, and now many of our friends are going to try to come out to see you all tomorrow.

What an amazing experience you are sharing with young people. I am very impressed that so many professional people would take their time to simply bless children in this way.

I know that you are very busy, and have taken many pictures during the day. If you do happen to have the pictures for my children, Mason and Autumn Fabel, I would be very glad to receive them. No pressure and no rush, though, as the experience alone and all the materials they received made for really great mementos and memories.

Thanks again,
Tracy Fabel

[And in a follow-up note...]

From: Tracy Fabel [mailto:tfabel@...]
Sent: Monday, May 22, 2006 11:25 AM
Subject: RE: Free flight

Actually, at least two of the families we knew ended up going out and receiving rides as well. One young man especially enjoyed his Cessna ride as he hopes to study to become a missionary pilot when he grows up (bringing valuable medical supplies and workers to remote areas in the world), but this was his first time in an airplane that he could remember (he flew in a jetliner as a toddler).

Sincerely,
Tracy

1115 EAST FIFTH STREET
VANCOUVER, WA 98661

TEL: 360.694.7026
FAX: 360.694.0824

PEARSONAIRMUSEUM.ORG



May 1, 2006

Ron Singh
12425 NW Marshall St.
Portland, OR 97229

Dear Ron,

I want to thank you and your fellow Hillsboro EAA Chapter 105 members for helping make Pearson Air Museum's First Annual Open Cockpit Day, a huge success! As we had spoke about in advance, neither one of us had any idea what to expect regarding a projected turnout, let alone any idea that it would be as successful as it was. To say we were overwhelmed would be an understatement. We had families lining up in front of the museum an hour prior to opening. And as you know your flights were booked for the entire day within the first hour.

Due to the demand for flights I know you were unable to focus on as many educational opportunities as you would have liked. I hope next year we can accomplish this particularly if we can get more of your members to take part in this great activity. I'm sure you and your pilots that were here will share with your fellow members that flights into Pearson are not as intimidating as one would think.

If I can be of any assistance in the future please don't hesitate to ask. I will contact you at the end of the year to see if we can schedule this great event again for next year. I am very flexible on dates and more than happy to work our schedule to accommodate our members.

Once again, thank you and your pilots for making this event very memorable for so many children.

Very Sincerely,

Kyle Kihs
Museum Director

OPERATED BY THE VANCOUVER NATIONAL HISTORIC RESERVE TRUST

Meeting Coordinator:

Randall Henderson

503-297-5045
randall@edt.com



Program: Planes and Projects at Parkside

Address: 11316 NE 266th St
Battleground, WA

Date: 6:30 PM June 8th, 2006

Phone: 360-687-1698

The June meeting will be at Parkside Airpark near Battleground, WA. The hub of our gathering will be at Dann Parks' hangar, where Dann's RV-6A just made its first flight. Several Parkside residents will be opening their hangars and doing show-and-tell on their projects, including a number of RVs (both flying and under construction), a Harmon Rocket, a GlasStar just getting started, a Widgeon (big, twin flying boat) rebuild project, a Bucker-Jungmann, and more. One RV will probably be in painting, so we hope to demo some different HVLP guns. There'll be burgers, dogs and refreshments, so be sure to bring your appetite! Be sure and print a copy of this Parkside Project map (next page) to use as a guide while waking around at the meeting.

Driving Directions:

Going North on I-205: Take Battleground, Orchards off-ramp. Follow S.R. 503 (117th ave) approximately 2 miles north of Battleground, 0.5 miles past Lewisville Park bridge, turn left (west) on 269th st. and left again right after the cemetery. Follow the road past the runway, then turn right onto 266th St. Dann's house is 4th on the right. Try to car-pool if you can.

Going North on I-5: Take the Battleground off-ramp at

179th st., follow n.e. 107th ave. north for 2 miles, turn right at Duluth (4-way stop). Take 502 approx. 5 miles going east to Battleground. Turn left at S.R. 503. Go north approx. 2 miles. 0.5 miles past Lewisville Park bridge, then same as above.

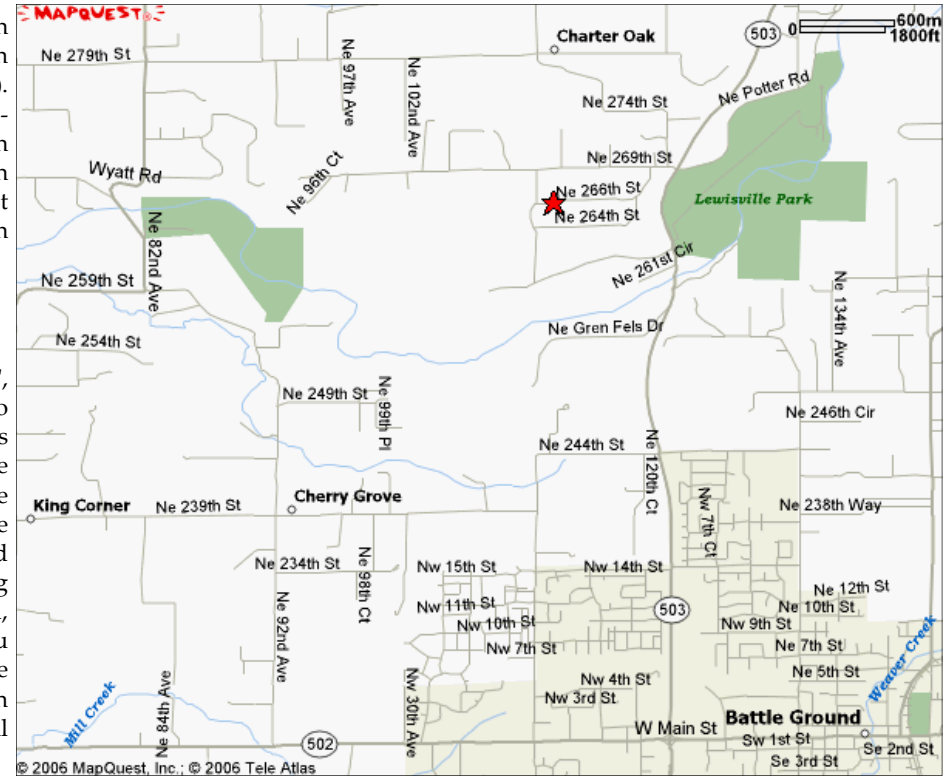
NOTAM (fly-ins PLEASE READ!)

Parkside is a "nonstandard", private airport so we need to be extra careful for safety's sake and to keep the neighbors happy. If you're never flown into a field like this, it's probably not a good first time. If you are OK going into Flying M, Woodland, Vernonia, or Pacific City you should be fine, but please use your best judgment. If in doubt, bring your CFI, there'll be plenty of food.

Airport is 250' elev. 2100' strip, paved with grass strip on the north side of paved strip. Runway is not numbered, so we call it "...to the West" and "...to the east." Pattern is on the south.

Goheen airport is a couple of miles to the west, so try not to cross their runway centerline as you turn base if landing to the east. Avoid flying over houses to the North. Trees both ends, but they are less of a factor landing to the east. Landing to the east is generally the preferred approach, even in a slight tailwind. Landing to the west should only be done if there is a strong west wind, and requires a very low approach over the trees. Watch for turbulence on short final, use short-field technique and minimum approach speed. If you're not down in the first third, go around.

Frequency is 122.9; we'll have someone on a handheld radio for traffic advisories. No lights, so it is preferred to depart before dark. Sunset is at 9:00, so we have lots of time. All departures are to the west. For FAA airport



data go to www.airnav.com/airport/WA87

Plane Pool!

Members who plan to fly to the meeting are encouraged to take this opportunity to share any empty seats with still-building types. A good way to offer or ask for a seat is to use the oregon-aea email list. Be sure to follow the published noise abatement procedures

Future Meetings:

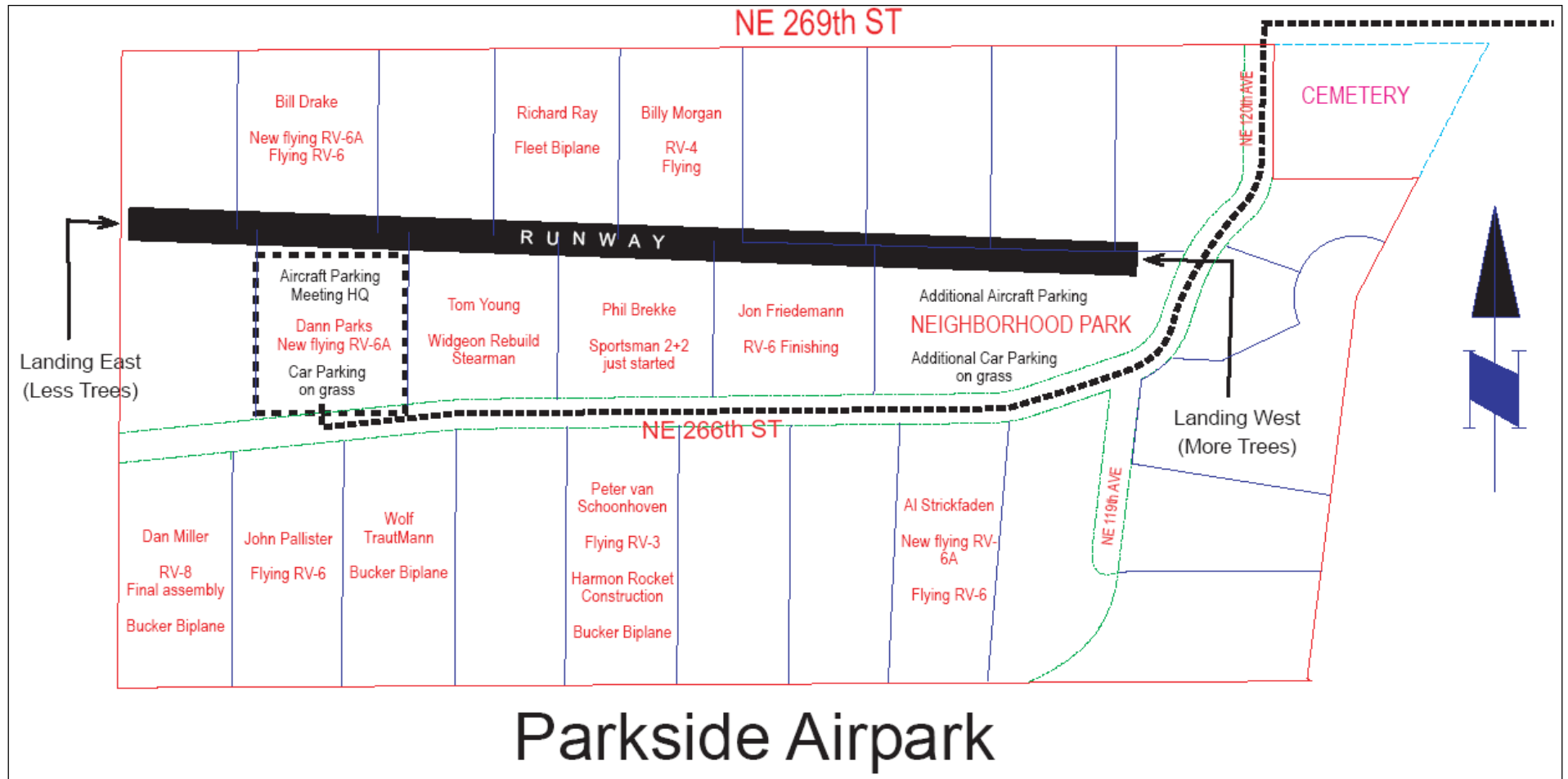
July - Hawaii Shirts & Hangar Tales

at Arlington Fly-In Luau

Aug - New Project Hangar — Grand Opening

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.



An Evening at

Benton Holzwarth

Photos Ken Howe & Benton Holzwarth

The chapter held what is becoming our 'annual' meeting at Van's Aircraft factory on the Aurora airport. It was a nice evening, with several planes flying in, and about 100



or so folks attending. It was what I've come to expect, being now my third visit to the place -- a generous supply of pizza, a chance to see what's new in the Van's accessory catalog and a peek at what my garage would look like if I hit the lottery.

Randall opened the meeting shortly after 7:00 PM with



the usual script. For milestones, Bill Drake, flying out of Parkside, WA, said he had the first of his RV-6A on April 15, and has now accumulated 40 hours. The Ken's -- Krueger and Scott -- received the airworthiness certificate for their one-off creation, The Pipsqueak. Mike Robertson did the honors. Asked whether they'd license it as an LSA, they said no, tho' it would qualify. Ken Scott was also tagged for his just published article in Sport Aviation describing the fly-off between conventionally and Mazda rotary powered RVs. The rotary powered planes in question were the two that were up visiting the factory at the time of last year's club visit to the factory.

In other news, we'll be shifting back to eight member-volunteers for each shift at the first-Saturday breakfasts. That'll make the rotation go just a little faster, but no one should be called up more than about once a year.

NW RV Fly-In: Joe Blank could use 5 - 6 more



Hot Off the Press! - Ken's holding up an RV part that just came from the press the punches all those precision holes and cuts the flat aluminum stock to shape. This punch can make up to 400 holes a minute, and there's one behind Ken that can do up to 900 holes a minute. Ken told us that these punches can handle up to 3/16" steel stock.

volunteers to commit to help out at the annual Northwest RV Fly-In at Scappoose. This year's event will be on June 17th. Ron Singh will also be organizing Young Eagle rides at the event and would be glad to hear from pilots and ground crew who could assist.

The formation clinic is coming the weekend (Fri/Sat/Sun) of June 30th. Check the chapter website (www.eaa105.org) for more information.

Upcoming meetings: June will be at Parkside, WA, to see the RVs there. July is the Arlington Luau meeting (meet on Friday of the show-week; location info on the chapter website.) August is shaping up to be the Grand Opening Celebration at the new project hangar at Twin Oaks.

News from other chapters: 902 will also be having a YE event on May 20; their "builder's group" is planning a field trip out to Hood River to check progress on Tom Murphy's Jenny restoration. The plane has *literally* been in a hangar since 1926. For 782, Carl Dugger reports he has a new email address: blue_baron@comcast.net. Also they'll soon have new webspace -- check for www.eaa782.org in the future. [Tho' it doesn't seem to be there yet as I put this article together. -Ed.]

Jerry, speaking on Dick Van-Grunsven's behalf, says Dick has an engine crate he'd like returned to Bart up at AeroSport. If anyone was pulling an empty trailer up, he'd appreciate sending this along.





Quick-build fuselages, ready for your workshop.

Ken Scott has parts for a 'cub-like' airplane. Appropriate for someone of short stature -- say about 5'8" tops. He rescued it once from someone who was planning a less noble fate for it, and will let it go for \$2500, which he believes is an attractive price for what's included.

Mel Kingsland has a Starduster II project w/ 180 horse engine he'd like to sell. It's currently at Workman airpark.

Someone mentioned a -6A for sale, but I didn't catch who or any other details.

Kevin Lane has a three-rotor Mazda, professionally rebuilt. Claims it should be good for 300 HP.

Laird Smith has an RV-3 tail kit. He'll give it to someone who'll make good use of it.

Mike Robertson mentioned the FAA-sponsored Central Oregon Wings weekend. Topics of this safety related fly-in are (high) density altitude flying, mountain flying and survival. Up to two hours of flying time with an instructor are available along with a PACE inspection. The event happens

With that, the meeting was turned over to Van's Aircraft head, Tom Green. He introduced the factory employees in attendance, helping to put faces with the voices RV builders deal with. He reminisced that Van's is now in its 34th year, and that he just com-

pleted his 16th annual condition inspection on his own RV, saying his first flight seems like it was just yesterday.

Tom also talked about the demo ride total, saying the factory folks gave 555 rides in 2004, and increased that to 638 in 2005. The demo ship has accumulated 1600 hours now.

He also talked about a few new products that have been added to the catalog: a Halon firebottle, a tidy little 60A alternator and a couple new kitplane books.

Those folks who hadn't been on factory tours were invited to join up with Ken Scott and shown the place. The rest gravitated towards the new RV-12, the LSA, going together in the model shop.



Two views of the proof-of-concept RV-12 aircraft.

Northwest RV Fly-In

Saturday June 17--10:00 AM

The premier RV event of the northwest, our RV fly-in regularly brings 100 or more RVs and Rockets from all around the Pacific Northwest -- examples of every model, and then some!

Van's crew will be there (prototypes!), and one or more RV squadrons usually show up and treat us to formation flybys. There'll be Young Eagles rides, and vendors, and burgers, and lots of good RV camaraderie. So don't miss out, come join the fun!

We'll be there rain or shine, so even if the weather's sub-par and you have to leave your plane behind, come on in anyway. We can congregate in the hangar, eat burgers, tell flying stories, whatever.

- Pilot information for SPB, www.airnav.com/airport/spb
- More information, contact fly-in leader Joe Blank, jebblank@molalla.net

Chapter members (and anyone else who wants) are encouraged to come early (8:00am) and help get set up. We will also be recruiting for help with food, meet & greet, auto parking, t-shirt sales, etc. Please be a pal and sign up for one or two shifts. Everyone pitching in means no one has to spend the whole day working. That way we all get a chance to have some fun!

Procedures (air traffic and otherwise)

Please help Scappoose Airport be a good neighbor and fly the published pattern at the published altitude. No low fly-bys or aerobatics. There will be a Young Eagles event staged from the other side of the field this year, so be extra vigilant (and stop by the Transwestern hangar to fly some YEs if able and qualified.)

After landing, monitor ground control on 129.25. Follow the greeter's directions for parking. Please shut down your engine upon leaving the taxiway.

When departing, pull your plane onto the pavement before starting your engine so as not to blow grass and dirt all over everyone else's planes.

Please keep hands off of, and stay out of, other people's planes unless invited to do so, and keep an eye on your kids to make sure they do the same. These are lovingly crafted machines, and their owners deserve to be able to fly them away in the same condition in which they arrived.





Airborne!

Says Lauran Paine of his first flight:

Sign off was mid-May....exciting.

Transition training (with Mike Seager) completed 5/18...invaluable.

First flight 5/19....incredible.

What a wonderful journey it's been!

Thank you, but that's pretty skimpy...for a writer.

Okay, okay.....

On 5/19/06-- after tiring of Len Kauffman taking fifteen years to finish his quick build --#80780 (aka RV-8 N214KT) took to the air for the first time. It flew like an angel and climbed like a hungry ape after a banana. It was rewarding, incredible, and magnificent all at the same time. After I landed I didn't want to get out of the cockpit. Like fine wine, I wanted to savor it. But then it started to rain so I pushed the airplane back into the hangar and savored it there. Begun seven years ago, 2500 hours later it weighed 1034 lbs. It has a new Mattituck TMX0-360 and a Sensenich prop. Instruments: whiskey compass and inclinometer. Engine gauges: Vans. Avionics: VHF com. Paint: Krylon rattle-can. (I used to make my living flying frough-frough airliners. I'm through with frough-frough.) See you at breakfast...Kauffman's buying!



Flying Humor

Rion Bourgeois

A Czech pilot goes in for his flight physical. The doctor, doing the eye test, holds up a sign with the following: CZRSTQYST.

Doctor: "Can you read this?"

Pilot: "Read it? I KNOW this guy!"

Parkside Planes

Peter van Schoonhoven

Since the chapter is coming over here for a meeting in a few weeks, I thought the following story might be appropriate for the next newsletter. That way everyone knows what has happened here lately.

Well, as you know, my good friend Dan Miller has been working real hard on his RV8. A few months back he was invited to a symposium on volcano hazards in Naples, Italy, all expenses paid. Well, his project has gotten to the paint phase now. You may be aware that my friends Dan and Linda Mauer (from Red Bluff, CA,



where they painted airplanes for 20 years) had come to Parkside to paint Dann Parks' and Bill Drake's RV6A's. First, Dan Miller was going to watch a professional paint a neighbors airplane so he could learn. Then he was going to paint his own while Dan Mauer was painting another in the neighborhood so he could get more immediate advice. Then Miller was going to hire Mauer to help him; and finally Miller just decided to hire Mauer to paint the whole thing and help him out some himself.

Well, with 2 or 3 days work remaining on the paint job, the Italy trip came along. Dan told Lois he was not staying a minute longer than the meeting because he wanted to finish the RV8. Dan went to Italy, he will return tomorrow. I took this opportunity to help finish the paint job, and decorate it a bit to my own taste in the process.

You see, Dan has chosen a white RV8 with yellow and green lines. Beautiful and classy, but plain, ordinary, boring and rather dull in my opinion. So we considered our options, and with a little help from my talented artistic wife who designed the picture, off to the vinyl sign store we went. Now, if you know Dan at all, you know he is a retired volcanologist, and has actually had a book written mostly about his career. It is called "Volcano Cowboy". From this came our inspiration.

From the pictures you can see the results. To be fair, our other neighbor was also the recipient of the same treatment. John Pallister, who lives next door to Dan and is also a volcanologist, (owns a beautiful but all over yel-

low RV6), and who happened to be on a "business" trip to Indonesia. I just could not resist. Well, John has returned, found his plane, and decided he likes the look of it and plans to leave it on. Good sport, John!

Dan Miller returns tomorrow. I hope his reaction is positive, but one never knows. I am the lucky one to pick him up from the airport and drive him home; so I get to see his face when he sees the result. We have covered the plane with sheets so our handiwork will not be obvious until he removes the covers. I hope to get a picture of the look on his face. I am assuming, with jet lag and all, I should be fast enough to get away! And if he really does not like it, he can remove the letters COW and just be "Volcano Boy!"

I do hope everyone will ask him about his paint job soon. I have tried to inform most of his buddies so this is no secret. I mailed pictures to his Dad. If I am found dead, you will all have a suspect. And from now on I am locking my hangar door.

All the members at Parkside look forward to hosting the June meeting on the 8th. You can fly in or drive in. This time of year the daylight allows departing around 9pm.

Peter

[...and a follow-up note. —Ed]

Well, Dan got home yesterday, saw the job we did on his RV8 , and so far he says he likes it, so it might be on there for a while. I am a little relieved!



Rogue Valley Air Festival Medford — June 10-11

I would like to take a moment to invite you to participate in the 2nd Annual Rogue Valley Air Festival 2006. The event will be held June 10-11, 2006 at the Medford, Oregon airport (MFR) at the North Jet Center (note - dates changed from last year's festival).

We had an excellent turn out last year for our first year and 2006 promises to be even better (we expect 7000 to 10,000 participants). We already have 2 major media sponsors !

Come on out and show off your aircraft and/or your exhibits and businesses. We could use more representation from ultralights, paragliders, balloonists, flying clubs and equipment vendors. We have a few booth spaces left and a few places for aircraft displays. Proceeds go to benefit two local non profit 501(c)(3) organizations.

You might also plan to attend the Warbird Squadron 13 meeting which will be held at 1:00 pm on Saturday, June 10, 2006 right here at our event location (inside the North Jet Center complex). If you are a member of the Warbirds or if you promise to join their group at the meeting (\$10 membership fee) I will buy you lunch at 12:00 pm, just before their meeting. Their wonderful aircraft will also be on display during the weekend.

Check out our website and plan to participate. If you have further questions please contact myself directly via this email (AirFestival@oregonairfestival.com) or my phone number listed below.

Joe Puckett — Air Festival Coordinator

www.oregonairfestival.com
Office 541-245-0703
Fax 541-732-1829
Cell Phone 541-973-4617

Safety Thoughts

June 2006

Len Kauffman



Lessons

Each time I drive I-5 south of Salem I look west at the base of a steep hill where a house, barn and a few sheds are located. It's near milepost 246 just a couple hundred yards off the freeway and is the site of a plane crash forty some years ago. The trees are taller now and the brush much thicker, but the house and barn remain today just as they did back then. I remember driving north toward Salem the day after newspaper reports told of the accident. The aircraft was clearly visible in a crumpled pile near the barn.

I recently checked accident websites and contacted the Oregon Department of Aviation but could not find details of the accident. I remember the basic facts, however, and they have served as lessons for me over the years and hopefully may for other pilots as well.

The weather on the day of the accident was overcast skies obscuring the hilltops south of Salem. Visibility was good below the clouds. The pilot was flying northbound over the highway and most likely experienced no difficulty above the flat valley floor. But everything changed quickly as he approached the hills south of Salem. As the highway begins to climb, there is a ridgeline to the east that continues across the south side of Salem. The steep hill to the west would become a significant factor for this flight. Very soon after passing that hill the pilot must have realized he would not make it to Salem. He probably concluded the best bet was to turn left away from the ridgeline and return south along the highway. Part way through the turn the steep hill would fill his windscreen and force him to tighten the turn. It was there, over the house and barn and very close to the hill he was trying to avoid, that the aircraft entered the classic stall/spin. No one survived.

The lessons here concern flight in marginal VFR conditions and accelerated stalls. Hills and bad weather are a deadly combination. The only safe solution is to recognize the danger early and turn around while there is still

plenty of room. We need a sense of how much airspace is needed for a 180 and then avoid flying in marginal weather to a point where having that space becomes questionable. Knowledge of changing weather behind is also important for a safe retreat. Flying to one side of a canyon will allow more room for a turn, but it would be wise to use that technique only to aid the turn and not as an enticement to continue in a dangerous situation.

We all know about accelerated stalls. This pilot also must have known that stall speed increases with bank angle, but most likely was concentrating on his terrain and weather problems to the exclusion of other issues. Wing load factor (Gs) increases with bank angle. At 60 degrees the load factor is 2 Gs (assuming the aircraft is held at constant altitude). At 70 degrees it is nearly 3 Gs (2.92) and at 75 degrees is approaching 4 (3.864). Stall speed increases with the square root of load factor. At 60 degrees of bank (2 Gs), stall speed increases by square root of 2 or 1.41 times wings-level stall speed. An aircraft that stalls at 50 knots would stall at 71 knots in a 60-degree bank (50×1.41). If bank angle is increased even more (to avoid a hill as may be the case here) that aircraft would stall at 85 knots at 70 degrees (1.71×50) or 98 knots at 75-degrees (1.97×50). Stall speed would increase further if he attempted to climb while in the turn.

It's good to practice accelerated stalls at altitude in order to know our aircraft better. Be ready for an inadvertent spin – or do them with an instructor if not comfortable. An angle of attack indicator would be helpful to warn of impending stall regardless of speed.

I lost a friend about ten years later in similar weather conditions while delivering a Mooney to Medford from Albany. If anything good can come from an accident, it is that others may learn. I've tried to keep these accidents in mind over the years.

Gone West

From: "Karen and Robert Brown"
Sent: Friday, May 12, 2006 10:55 PM
Subject: Re: Ron Russell

Our thanks go out to the pilots from Chapter 105 that flew the missing man formation honoring Ron Russell this evening at Independence. Very sharp up there, very emotional on the ground. Thank you for comforting Ron's family.

Your arrival was perfectly timed. The day was beautiful.

Thank you for landing and staying and being with us for awhile. You would have liked Ron. He used to ride his bike out on the apron and watch planes land. I know your flying today made him smile.

The family is asking that a fund be started to construct a stone bench that faces the runway so people can sit comfortably to watch airplanes land. Chapter 292 is coordinating that effort.

Keep flyin!

Best Regards,

Bob Brown, on behalf of all of Chapter 292

PS- You guys didn't eat all the burgers, we still had 100 or so left. Hope you didn't leave hungry! There's buns too, so come on over to some of our meetings the 2nd Saturday of the month at 10AM!

bob

- June 23-25--EAA Chap 391 1st annual **Richland (WA) Loose Bits Fly-In.** Fri BBQ Sat/Sun B'fast. Info 509-946-6558
 - June 24 @ 9:00 - 3:00 **Aviation Swap Meet** at Astoria Regional at the Bales and Twiss hangars, call Phil Bales, 503-325-6533

Board Meeting Highlights

Your Chapter 105 Board

Tonight's meeting was held at the new chapter project hangar on Twin Oaks Airpark. The meeting was called to order at about 7:05 PM. Attending this evening were Ron Singh, Jim Mitchell, Randy Lervold, Tom Louris, Len Kauffman, Dick VanGrunsven, Rion Bourgeois, Ralph Schildknecht and Benton Holzwarth.

Old Business

- First up, Rion gave a report on the current hangar status. The floor coating was applied, but there was some grit spread extensively across the space. Rion has asked that they come out again, sand the top layer smooth and apply another coat.

The compressor is on-site and ready to be moved into place and wired up as soon as the floor is ready. The individual air stations are assembled, each with a drier, regulator, clean air tap, oiler and oiled-air tap. We've currently spent ~\$90k on the project, with the end finally in sight. The electrician has been holding off finishing his part while waiting for some backordered fluorescent fixtures, but we may need to have him come finish the other work (hooking up the rest of the lights, outlets, etc) sooner rather than later. Also the cove molding needs to be done, we'll do that ourselves. A few people have inquired about renting space, but no commitments yet.

A work party is planned for the next "first Saturday," following the chapter breakfast, at 11:00 AM to move the contents that have temporarily been stored in Jim Hoak's and Dave Gilliam's hangars back into our hangar (thank you both for lending us the space) and to finish clearing out the chapter library above the breakfast hangar.

Nothing is yet planned for the August meeting, so the idea was floated to hold a 'grand opening' celebration in the new hangar, perhaps with the Bogardus Little Gee Bee brought over for show.

- Little Gee Bee transport: At some point, we'll need to find a way to get the Little Gee Bee delivered to the NASM folks at the Udvar-Hazy facility. Ron reports that he's been in touch with the Air Force, and one officer who was particularly keen to help out. This officer is now on duty in some desert somewhere, but still working to help, just from a distance. Ron is learning that any operation

like this takes time to set up, but it would sure be nice if we could just bundle the Gee Bee into the back of a C-5. Dick also suggests that the guy who delivers RV quick-builds for him, Partain (?), could also truck it there. It'd cost about \$2800, but would spare us crating. JimM also mentioned that he thinks he may be driving to OSH, and then on to visit family further east. He'd not be looking forward to dragging an empty trailer all the way back, but would consider it as a third alternative.

- Roster Books (Benton): The 2006 roster books are finally printed. Since many folks are perfectly happy with e-version Randy makes available, the board decided to not to send one to each member gratis, but rather make them available for \$1 to those who want them, which covers the cost of printing and nets the chapter a little. The plan is to sell from the counter at the breakfasts and at meetings, and advertise their availability in the NL.

- With the Little Gee Bee project winding up, Rion reminds us that there is another rebuild project waiting in the wings. The 'Honey Wagon' (golf cart) is waiting for someone who understands whether the lead-acid batteries can be restored, and what else needs to be done to make it usable again.

- B-17 visit: Aluminum Overcast will be in town the weekend of May 19-21. A quick work party is needed to set up the canopy at HIO Wednesday evening. Rion (ground crew) and Ron (YE Coord) are still looking for a few volunteers to fill in their schedules. As always, the seats for the run up to Seattle will be awarded to several folks for service to the chapter, as well as a specific award reserved for the YE pilot with the most rides this weekend; all ground crew volunteers and the rest of the YE fliers will draw straws for the remaining seats.

Unlike in years past, it looks like we'll get some media coverage for this year's event. Channel 12 is scheduled for a media ride at 4:45 AM Thursday morning, to air on their morning show. [In the end, both Ch 12 and 8 ran stories, as did the Oregonian, all ahead of the weekend so that folks were well informed.] Even our YE event connected with the visit was plugged.

New Business

- Logoware: Randy is offering to organize the purchase of tee-shirts with the new chapter logo applied. They'll cost ~\$8 in quantities of 50. He'll also order a smaller number

of ball caps with the logo embroidered. The board voted to back Randy on the purchase as described. A new hangar sign on a hard backing as well as a new vinyl sign were discussed. Tom Louris will chase this aspect.

- Spending Authority: Randy asks whether there is some level of expenditure he can make without seeking board approval. Rion pointed out that this would require amending the charter. After discussion, it was decided that we will continue as in the past, with the full board approving any expenditures. Members spending without previous approval have generally been well considered and ratified by the board, but no guarantees.

- Chapter provided alcohol: In the past, the chapter has purchased beer and wine for special events. It was suggested that, for liability reasons -- both the chapter's and the individual board members -- perhaps the practice should be discontinued. Nothing was decided at this meeting, but it will be brought up again for consideration at the next meeting.

- YE prep: YE pilots come looking for forms from time to time. As a solution to the problem, Ron is suggesting that space be set aside in the 'public' area of the hangar. He'll set up pilot-packets with the forms and instructions so pilots can just grab a copy when they have rides. There was a suggestion to put the files on the chapter website, but Tom cautioned that Nat'l said something about not putting them on their site, but couldn't remember the explanation. We'll check into this aspect before making them available on our site. There was a related suggestion to make a 'map' of where everything is located in the hangar, to help folks go straight to what they're looking for.

- Donations: (I'll hold off publishing names until we have a chance to confirm our benefactor's wishes) We've received a donation of \$175 for the purchase of a bandsaw for use in the project hangar. Someone directed their Van's RV 'Finder's Fee' be applied to our Young Eagles work. There was also an offer of a radial arm saw and shop vac for use in the project hangar.

- Hangar Decor: Norm Durell is preparing some designs for decorating the new hangar. He's gaffed out ideas for a couple walls worth of chapter history and recognition.

A location for the next meeting was not set. Contact a board member for the latest info, if you'd like to attend.

Chapter Calendar

Jun 2-3	Central Oregon Fly Safe Clinic, Bend Muni (S07), Pace seminars and inspections
Jun 2-3	Merced CA, West Coast Antique Fly-in
Jun 3	Pancake Breakfast — Twin Oaks Airpark
Jun 3	Lake Chelan 7th Annual Fly-In, Will Mutter 509-682-4109
Jun 8	Chapter General Meeting
Jun 9-10	Marysville CA, West Coast EAA Fly-in
Jun 10-11	Rogue Valley Airfestival, Medford (MFR) www.oregonairfestival.com
Jun 24	Grants Pass, OR. AirEventure 2006, Props and Rods, Breakfast & Lunch 7:30 -2:00 pm
Jun 25-25	Medford OR, Rouge Valley Air Festival
June 29	<i>First Boeing-built airplane flies — 1916</i>
Jul 5-9	Arlington WA, EAA N/W Fly-in
Jul 15-16	Prospect OR, Prospect Fly-in Sponsored by the Prospect Unit Jackson County Search and Rescue.
Jul 16-21	Oregon Antique & Classic Aircraft Club "Oregon Air Tour 2006"

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 provides a complete index to the previous year's articles. —Ed.

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 H / Lauran Paine & 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

March '06

- Benton Holzwarth / Building on a Budget: Greg Halverson's RV-6 Project
- Rion Bourgeois / Trivia — Tom Poberezny Movie
- Randall Henderson / Mandatory SB—AIEEEE!
- Benton Holzwarth / TnT: Heated Shop Floor
- Len Kauffman / Safety Thoughts
- Don Hammer / Destinations: Coeur d'Alene (COE): There is More to ID than Flying the Back Country

April '06

- Randy Lervold / Planning for Panel Upgrades
- Randall Henderson / Invoice no. 00004853
- Benton Holzwarth / Panel Clinic
- Rion Bourgeois / Trivia — Four chapter Prez's currently involved in RV aircraft parts.
- Len Kauffman / Safety Thoughts: Control Locks
- Benton Holzwarth / TnT: Riveting Nutplates
- Mike McGee / Tool Crib Report from the Tool Meister
- Monte Rhoads / "Okie" J-5 Cub Turns "Oregonian" After a Local Restoration

May '06

- Rion Bourgeois / B-17 "Aluminum Overcast" Tour Stop
- Dann Parks / First Flight—N786DB
- Benton Holzwarth / A Look at the Lowry Lancair Legacy
- Randall Henderson / What Would I Do Different?
- Len Kauffman / Safety Thoughts: Wash DC ADIZ Bust

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

Subaru EJ-22 parts — offering any local EAA colleagues my Subaru EJ-22 engine parts left over from a helicopter project. The parts are low hour heads and other things in good shape that a builder could take for free. The only stipulation is it's for their build and they must take it all. 360-992-0830 or Del@learningpointinc.com [08/06]

FREE to Good Home — Wheeled trolley for RV6A Sets the fuselage at flight attitude with all gear off the ground. Makes it easy to install wings, wheels, pants, etc. Designed for 6, might work for 7. It's in Battle Ground, WA. You'll need a small truck, or it can be disassembled. Wheeled wing storage jig also available. Dann Parks, 360-687-7441. dparks@spiritone.com [07/06]



For Sale O-360 A3A 180 HP — Currently in flying RV-6A, New (rebuilt) Carb, Hollow Crank, Comes with accessories except alternator and vacuum pump; 2369 SN — 1092 STOH. Asking \$8500 Pat Hammell 503-662-3413 [07/06]

Remaining RV earrings for sale by Judy VanGrunsvan, 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 VanGrunsvan @ 503-648-3464 [06/06]

Open for Business

Top Flight Interiors — Fine Aircraft upholstery, impeccable quality, custom interiors, leather specialist, imported textiles. Jesse Cary at Twin Oaks or 503-475-1036.

Web Sites, Applications & Desktop Publishing — Oregon Media, Phil Spingola phillip@OregonMedia.com or 503-201-4896

Duckworks Landing Lights — Standard kits start at \$75. Round Halogen and Xenon HID lights are available for new installations and upgrades of our kits and others. For details/pricing see www.duckworksaviation.com or call 503-543-2298

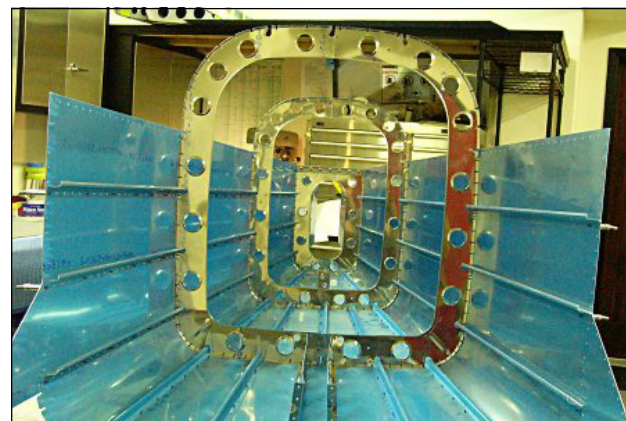
Bill Esther Engraving — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html ecaps.1@juno.com or 503-851-6375

Long-life Brake Pads — For Experimental Aircraft only (Not FAA/PMA/TSO or STC'd at this time.) Made from Organic Mat'l, in use 4 years on multiple acft -- last ~ 5X standard linings, w/o wearing disks. Available in Cleveland -105 (2 rivet) and -106 (3 rivet) types. \$60 plus shipping / set of 4 pads + rivets. If not completely satisfied in the first 100 hours return for a refund. Contact Greg Miller at 503-257-2573 or mauleguy@aol.com. Mail payment and shipping information to: GSM Machine & Tool Inc; 8750 N.E. Alberta St.; Portland, Or. 97220

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



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



Paul Grinstad forwarded these photos of his RV-10 progress as of about the beginning of May.

"Contact!" Chapter Officers and Staff

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Membership Registration / Renewal Form EAA Chapter 105 — www.eaa105.org

nifer Hickman
 24172 S. Skylane Dr.
 Canby, OR 97013

Send to: Jen- 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: _____

Address: _____

City/St/Zip: _____

Home Ph: _____

Work Ph: _____

Cell Ph: _____

E-Mail: _____

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

Renewing multiple years:

_____ yrs, _____ \$total

Nat'l EAA #: _____

Own / Fly: _____

Current Project: _____

Completed Projects: _____

Comments: _____



Yeah, it's a motorcycle—but it's an airplane engine. A Rotec R-2800.

Next General Meeting

VAF-Home Wing / Chapter 105

- Planes and Projects at Parkside
- Thursday, June 8th @ 6:30 PM ← **Note early start!**
- (Maps pg. 5 and 6)

Next Board of Directors Meeting

- Thursday, June 15th @ 7:00 PM
- TBA — Probably at Twin Oaks Airpark in the new Project Hangar (G-1)

EAA Chapter 105 / Volume 46 Number 6 / June 2006

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First Class Mail

To:

