

# EAA 105

PORTLAND OREGON



July 2006







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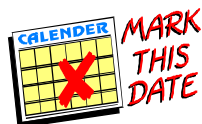
## Next Meetings

• **July 7<sup>th</sup>** 6:00 PM—General meeting held on **Friday** at the NW-EAA Fly-In, Arlington.

• **July 20<sup>th</sup>** 7:00 PM — Board Meeting at the Twin Oaks Chapter Project Hangar (G-1).

## Newsletter Deadline

• **July 22<sup>nd</sup>** — Newsletter article contributions and ads are welcome anytime, but may be held to a later issue if received after the deadline.



## On the Cover

The Mifyter II, from Biplanes of Yesteryear, LLC, at Arlington a couple years ago. The design splits in two behind the cockpit for transport; see photo, next page.

## Oregon Int'l Air Show

- July 15 & 16, 2006
- See [www.oregonairshow.com](http://www.oregonairshow.com) for information about the Airshow
- Hillsboro Airport

## Breakfast KP Duty

### Saturday, July 1<sup>st</sup>, 2006

7:00 AM	9:00 AM
Mike Wilson	Martin Baumer
David Woboril	Dave Bonkowski
Dale Wotring	Bob Brown
Dick Zander	Robert A. Brown
George Adkins	George Cawthon
David Attack	Harvey Cheney
Matt Bailey	Bryan Chilson
Dave Carlson	Bob Clark

### Saturday, August 5<sup>th</sup>, 2006

7:00 AM	9:00 AM
Dan Benua	Mike Seager
Kirby Caroll	Brent Anderson
Mark Cattell	Matt Benson
Hap Clark	Mel Carstetter
Rick Corson	Alan Cossitt
John Cox	Gary Daubert
Jacie Ann Crowell	Randy DeBauw
C.W. Curtiss	William DeLacey

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

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>

## Oregon Int'l Air Show

### July 15th & 16th

**Volunteers** The chapter is once again managing the experimental, antique and classic aircraft static display area at the Oregon International Airshow. The airshow will once again feature the chapter demonstration team in an experimental aircraft fly-by. We need volunteers to man the chapter tent, and keep the yellow tape up around the static display aircraft. Volunteers get a free show pass, parking pass, T-shirt and meal voucher. There are opportunities for 10 volunteers on Saturday and 10 volunteers on Sunday. Contact Rion at 503-670-1144 or [rion@att.net](mailto:rion@att.net) to sign up.

**Pilots** that place their aircraft on static display get a free pass and meal for themselves and one passenger. The reg form with instructions is on the chapter website or at the field. You will need to bring a copy of your AC registration and proof of insurance. The static display area is the transient parking ramp north of the fueling mushroom. Yellow tape will be provided and maintained by volunteers to ensure that the aircraft are safe. The field closes at 4:00 pm and re-opens at 10:00 pm on Saturday, and closes at 10:00 am and reopens at 5:00 pm on Sunday. Come out and enjoy the show and show off your aircraft!

## EXCEPTIONAL SHOP SPACE NOW AVAILABLE

EAA Chapter 105's new project hangar is finished and available for sublease by chapter members. Hangars G1 and G3 have been insulated, sheetrocked, heated, wired, lighted, plumbed for compressed air, and the floor epoxied to provide the finest in shop space for chapter members to build or finish their projects. A windowed addition has also been added to G1 to provide a lounge suitable for watching take-offs and landings by chapter members. There is also a concrete patio outside of G1 for lounging in warm weather.

The layout in G3 is designed to provide shop space for up to four projects at once, and the rental is on a sliding scale (varying with how many projects are using the space) to encourage multiple users and mutual support. G1 is laid out to house the extensive chapter library, computer, and audio/visual system, as well as shop space for chapter projects, finishing off member's projects when G3 is full, and short term work on chapter members' aircraft such as annual condition inspections and prop balancing. Rather than having to outfit their own hangar as a shop for the final few months of a project, chapter members can rent space in G1 or G3 to finish off their projects



The Mifyter-II breaks in two behind the cockpit for transport.

in a warm, well lighted place. According to Chapter Facilities Manager Rion Bourgeois, "The policy goal of the entire project hangar is to create a 'beehive' of experimental aircraft activity. Members with ongoing projects can rent space in G3 on a long term basis, and members with completed or almost completed projects can rent space in G1 on a short term basis for completion and maintenance. We also hope to see some chapter aircraft projects in G1. Several chapter members already have projects and completed aircraft at Twin Oaks, and others may move to Twin Oaks as hangars become available. With the library, computer and audio/visual system, lounge and patio, and chapter projects in G1, it will be a flyout destination and flight staging site on good weather days, and a gathering place for chapter members in all types of weather. It is a great place to finish your project or share space with other builders in the early stages of construction, or just hang out and judge landings on Runway 20 with a hot cup of joe while perusing 65 year old aviation magazines. Do you know what Flying magazine had to say about the capabilities of the Japanese Air Force in the January, 1941 issue? Do you know what a brand new Luscombe cost in 1946? The answers can be found in our extensive chapter library. Anyone interested in renting project space should call me." Rion's contact information is on the chapter website Contact page at [www.eaa105.org](http://www.eaa105.org).

Tom Louris donated the architectural plans for the project, and Rion Bourgeois donated his time managing it. Mike McGee and Benton Holzwarth installed the pneumatic outlets. Jim Mitchell has built more magazine racks for the library. Former chapter president Norm Durrell is working on a memorial wall to honor George Bogardus, whose beneficence made the project possible. For more information on George Bogardus, see the History page on the chapter's website at [www.eaa105.org](http://www.eaa105.org). The chapter has recently restored George's aircraft Little Gee Bee for donation to the Smithsonian's Air and Space Museum in Washington DC, and it will be temporarily housed in G1 before being shipped back east. The next chapter project in G1 will be the electric golf cart donated to the chapter by Woody Hall's sister.

Tom Louris has donated two large oak bookcases, Jim Hoak has donated some metal shelving, Ralph Schildknecht has donated a radial arm saw and shop vacuum, and Jacie Crowell has donated the funds to purchase a band saw. The chapter could still use donations of additional machine tools including drill presses, band saws, grinders, belt sanders, shear, brake, oxygen tanks and plumbing for a chapter aircraft oxygen filling station, sheet metal hand tools, tool cabinets, refrigerator, small coffee maker, and bottled water dispenser. If you don't have equip-

ment to donate, cash donations earmarked for a piece of equipment would also be most appreciated. All donations are tax deductible.

## Hangar Work Party — Thanks!



Helping at the Saturday, 3 June and 10 June, work parties were: Tom Louris, Ted Johns & Kelly Sweitzer, Danny Stark, Ralph Schildknecht, Warren Fraim, Jim Mitchell, Len Kauffman, Jim Hoak, Stan & Eilene VanGrunsven, Mike McGee, Rion Bourgeois and Benton Holzwarth.

Thanks everyone — it looks great!



Ralph Schildknecht and Warren Fraim chase loose coins in the couch while Benton Holzwarth levels the rock out front.



EAA's B-17 Visit, May 19-21 Top-left: Rob Hickman hitched a ride on the morning media flight; Center-left: Preparing for our bombing run on...TV Highway? Lower-left: Top gunner position. Lower-right: Veteran B-17 pilot Guido Pinamonte tells his stories to Drew Carney and KPTV 12's audience. Photos: Randall Henderson, thanks!



Top-center: Lighting up number-three. Above: Passengers receive a safety briefing before departure. Photos: Benton.



NWFC 2006



REDMOND, OR

NORTHWEST FORMATION CLINIC

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

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

Meeting Coordinator:

**Randall Henderson**

503-297-5045  
randall @edt.com



**Program: Hawaiian Shirts & Hangar Tales**

**Location: NW EAA Fly-In, Arlington WA**

**Date: 6:00 PM, July 7th, 2006 (Friday!)**

We've done it two years in a row now with great success, so it seems safe to say that the "Hawaiian Shirts and Hangar Tales" July meeting at EAA Arlington has become an established chapter tradition. In keeping with the tradition, we'll plan on this being a less structured thing than our normal meetings, and a bit more along the lines of good old aviation camaraderie; sitting around eating, drinking, and BS-ing about airplanes.

So here's the drill: **Get up to Arlington by Friday, BYOB and lawn chairs, Salmon dinner provided (\$5 donation).** Don't forget the **BYOB** if you want beer or wine, the chapter can no longer provide alcoholic beverages for liability reasons. Wear your favorite aloha shirt, and come with a good flying story if you're so inclined. We'll get together at combined campsites of the Wentzs, Lervolds, Wilsons, and Millers, who have reserved several adjacent sites in the Motor Home camping area (north area of the field). We'll meet around 6:00 pm, and expect to just swap lies in lieu of the usual formal program. The camp sites are DL-4 through DL-8, and will be staked out with tiki torches. We'll try to have signs out, but bring the map along with just to be safe. For details about the fly-in, visit [www.nweaa.org](http://www.nweaa.org).

If you fly up, please be a credit to chapter and print out, read, and comply with the fly-in **NOTAM**. It can be found online at [www.nweaa.org/flying.html](http://www.nweaa.org/flying.html).



### 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-eaa email list. Be sure to follow any published noise abatement procedures.

### Future Meetings:

**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.





## 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.



### Cabin Heat in the Panel

Randall Henderson

I didn't build any fancy drop-down instrument panel or anything like that. But I did spend some time trying to make sure the panel could be removed without too much difficulty if I ever needed to. The idea was that if there was something I need to do that I just can't do by reaching around from underneath, I could remove all the



Left: The 'before' arrangement—the control is fixed to the main panel. Right: The 'after'—removing the two screws allows the cable assembly sub-panel to separate from the panel, allowing the panel to be removed without also pulling the cable.

panel attachment screws plus the ones that hold the instruments, control quadrant and other sub-panels on, and pull the panel faceplate out leaving the instruments hanging there.

...in theory. In reality there was one bit that I overlooked, and that was the cabin-heat cable. My main control quadrant including carb heat is all on a sub-panel that attaches to the bottom of the main panel. But not the cabin heat -- that comes directly through the panel. After I finished my plane I noticed that some of Van's prototype panels (and I believe now the prepunched ones) were built with a large hole for the cabin heat, and the control attaches to a sub-panel so they can remove the main panel faceplate without pulling the whole cable out.

So that's the tip -- if you have a cabin heat or carb heat or other control coming right through the main panel, drill a hole big enough for the knob to pass through then attach it with a little sub-panel. That way even if your panel is not super easy to get out, at least you won't have this particular hassle when doing so.

[ For another take on this, see Dann Parks' cable sub-panel on page 9. -Ed. ]



## A Comparison of the Safety Record of GA, Experimental and RV Aircraft

Brian Moentenich



On a flight hour basis, an experimental aircraft is about three times more likely to have an accident than a general aviation aircraft. Moreover, if you have an accident in an RV, it is 50% more likely to be fatal than if you have an accident in a certified aircraft.

According to FAA statistics, in 2002, GA had 2018 accidents during 27 million flight hours or an accident rate of 7.5 accidents per 100,000 hours. Experimental aircraft had 238 accidents in 1.2 million hours for a rate of 20 accidents per 100,000 hours. Moreover, fatal accidents account for 22% of certified general aviation accidents. In experimental aircraft, the percentage of fatal accidents to total accidents is 26%. In RVs it's around 30%.

In that same year (2002), the FAA indicated the active general aviation fleet was 211,477 while the experimental fleet numbered 20,421. The total number of active pilots was 619,963. This works out to an average of 128 flight hours annually for all GA aircraft and 57 flight hours per year for each experimental aircraft. On average, each pilot flew 44 hours per year.

A review of AOPA's accident database for RV accidents during the last year (June 2005 through May, 2006) revealed there were 26 accidents of which 31% (8) were fatal. These accident/fatality numbers are virtually identical to 2004 in which there were 28 total RV accidents of which 29% (8) were also fatal. In 2002, RVs had a 33% fatal rate.

Of the eight RV fatal accidents during the last year, one was during controlled flight into terrain during an IFR flight during IMC, one was due to attempting an aileron roll immediately after take off, three were due to stalls immediately after take off (two engine failures & at-

tempting to close a canopy), one was a mid-air collision during while practicing formation flight, one hit trees while maneuvering to land and one occurred in Poland (no explanation about the cause).

Of the 18 non-fatal RV accidents in the last year, 11 occurred during landing, 5 occurred during take off and two were forced landings when the engine quit. Of the landing accidents, two thirds (7) involved failure of the nose gear – usually when attempting to land on grass. Interestingly, in 2004, there were also 11 landing accidents.

A quarter of all of the accidents (7) were caused by engine failure. Of those 7 engine failures, four were due to running out of fuel, fuel contamination or fuel pump failure. Of the remaining 3, one was an auto engine (Subaru) and the other two were unexplained.

The conclusions are obvious. The experimental accident rate and RV's fatality rates are way too high. The statistics show if you fly an experimental aircraft 100 hours a year, there is a 2% chance that you will have an accident. As pilots of experimental aircraft, especially RVs, we need to do a much better job in managing the risks when we fly.

## Flying Humor

Rion Bourgeois

### Size Counts

Shortly after just landing at a big international airport in his Cessna 150, our hero strolls into the busy airport cafeteria for a bite to eat. He finds an empty table by the window to keep an eye on the airport comings and goings. Shortly thereafter, a striking woman walks up and asks to share his table. Naturally, he invites her to sit down.

After several minutes of small talk, the woman asks if he is a pilot. He responds, "Why, yes, I am -- I fly a C-150." Knowing next to nothing about airplanes, she asks him what a C-150 is. The pilot looks out the window and spots a C-130 Hercules taxiing out for takeoff.

Pointing to it, he tells his companion, "See that plane over there? That is a C-130. I fly a C-150!"



## Fly-In and General Aviation Exposition

on the web at ...[www.norwestflyfest.com](http://www.norwestflyfest.com)

Vans Aircraft  
Electronics Intl.  
Hillsboro Aviation  
Galvin Aviation  
Cirrus Aircraft  
Precise Flight  
Artistic Aviation  
Oregon Aero  
Flightcraft  
Lancair  
Rosen  
Garmin



**Eugene Airport- Mahlon Sweet Field-EUG**  
**September 23-24, 2006**



Sat. 9AM- 6PM  
Sun. 9AM-4PM  
Admission \$5 -kids free



Seminars · Speakers · Exhibits · Displays  
Demo Flights · Raffle · Door Prizes  
Special Fly-in Fuel prices at the new self serve fuel site

- New, Antique and Homebuilt aircraft will be on display
- Kids aviation activity center
- Young eagle flights will be offered
- Educational seminars covering the hottest areas of interest for GA pilots
- The latest in GA products will be on display and available
- Information booths for many GA organizations










Benton Holzwarth

Our hosts for the evening were Dann and Barbara Parks, and a nice BBQ dinner with all the sides was prepared and waiting for the gathered members. The meeting was held at Parkside Airpark, a very nice, very *park-like*, residential strip north of Battleground, WA. The evening weather was good and several planes flew in for the meeting.

Following the 'eating' part of the meeting, we moved into Dann's hangar for the usual meeting opening. Announcements:

- Evergreen is finally to be closed for good on July 18. Everyone is saddened at the passing of a venerable old airport.



*A short sprinkle of rain worked through before the event, but otherwise, it was a fine June evening.*

- Randy displayed the new Logoware (tee shirts and hats) with the new chapter logo. Several were snapped up.

- The results of the EAA's B-17 visit were told. In short, weather and advertising were good enough to have a very successful event. The volunteers all enjoyed themselves, especially the ones that won the rides to Seattle, and the chapter netted a tidy profit, after covering our expenses for newspaper ads and portapotties. In addition, 59 Young Eagles were flown over the weekend. Two YE pilots were also offered seats on the B-17 flight up to Seattle -- the one with the most rides automatically won a seat, and the other pilots were added to the lottery for open seats.

- Another plea was made for help with the NW RV Fly-In. [The event has since passed, and was a roaring success, with good weather and 85-ish visiting RVs.]

- The upcoming Hillsboro Airshow (the "Oregon International Airshow -- Hillsboro") was mentioned. In years past, the airshow organizers have been very homebuilt-friendly, wanting to showcase all facets of aviation, from the military demonstration teams to planes that anyone can dream of owning and flying. The chapter liaison, Rion, is looking for volunteers to fill a booth and maintain safety for our corral of homebuilts that members would like to fly in and display. Booth workers and pilot/owners are granted two admission tickets (bring a friend or come back the second day to see more of the show) and a show 'volunteer' tee shirt.

- There was mention that the airstrip at Manzanita may



*Our lead host for the evening, Dann Park.*

be at risk of closure, and the broader info that, if I understood correctly, one can sign up for email alerts with the state to be notified of this sort of news.

- Mike McGee was showing off his compact, fully self-contained (about the size of a TP tube) video camera.

From there we broke to have a look at the long list of planes and projects at the airpark. Even with the early start, I was able to see only a fraction of what was offered and feel I've slightly the folks that I missed.

I took time to see Dann Parks' slick sliding/tilting canopy. It's attached so that after sliding back, the tail end disengages from the track and allows it to tip forward.



*Dann's canopy slides back, disengages, then tips forward for loading bikes, etc, into the cargo space.*



The arrangement allows lots of room for loading, for instance, bikes into the -6's cargo area -- a task that would be difficult at best with a standard slider.

Dann's instrument panel is hinged at the forward edge, so that with the removal of several screws it tips out toward the seats. Being hinged at the forward edge, it drops down as it tips back allowing short instruments to clear the glare shield. Longer radios, projecting forward of the hinge line, would move up as they pivot back, but could be made to work, by hinging one or two sub-panels of instruments and leaving the radios fixed in their trays.

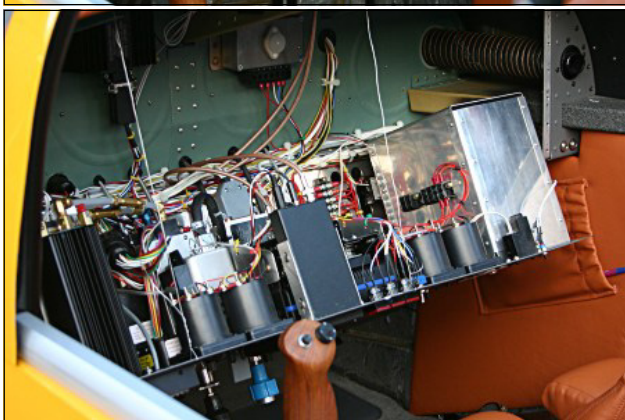
John Pallister cut a camera port the floor of the cargo

space of his RV. He mounts a digital SLR still camera pointed down over the port, with a cable-release at the pilot's position. He uses a small video camera on the same mount, fed forward to his iPaq (PDA). With video he can see what he's flying over and fire the still camera at the appropriate moment. When not in use, a plate covers the port.

Dan Miller has an Aerosport IO-360-M1 engine, rated at 200 HP, mounted on his RV-?. It's a parallel-valve with 9.2:1 pistons, an IO-360 sump and Bendix fuel injection. This combination of parts saves 40# vs an angle-valve engine. The Whirlwind 200 "RV" prop saves another 18#.



Dan Miller's Aerosport-powered RV-8.



Dann Parks' hinged panel. A few screws give him full access to the backside, with everything still connected to power, antennas, etc.

John Pallister's down-pointing camera port in his cargo area. He uses a D-SLR still camera, and a small video camera connected to a video monitor on his PDA at the pilot's position.

Peter Van Schoonhoven counts among his collection of machines a flying RV and a Harmon Rocket project.



# 15th Annual NW RV Fly-In

Joe Blank

The EAA Chapter 105's 15th Annual Northwest RV Fly In was successfully held this past Saturday [June 17] in Scappoose, Oregon (KSPB). The weather started out overcast but cleared off as the event progressed. At least 88 RV's and Rockets of various types were in attendance including several RV's from the Van's Aircraft factory. Van's brought 2 RV-10's and an RV-9 flown by Van himself. Several 10 ship formation flybys performed by the renowned Blackjack Squadron from the Seattle area entertained the crowd featuring their famous 'In trail barrel roll' routine. Quite a sight to see! The vendor tent area consisted of Oregon Aero, Brian Milani from Showplanes.com, Carl Greve jewelers featuring Breitling Watches, local celeb Rob Hickman owner of Advanced Flight Systems Inc. (whose son Jeffrey took the outstanding photo that was made into this years RV Fly In T-Shirt), and of course those famous T-Shirts. The Wentz's Burger Barn served up lunch to around 265 hungry builders, pilots, and attendees.

Thanks to all of the volunteer crews, attendees, and vendors who made this event possible. Special thanks to Transwestern Aviation who always assists and supports this event ([www.transwesternaviation.com](http://www.transwesternaviation.com)) and Vans Aircraft who without, none of this would be possible ([www.vansaircraft.com](http://www.vansaircraft.com)).

Joe Blank  
EAA Chapter 105  
NW RV Fly In Boss  
RV-6 N6810B



Top: This year's artwork subjects. Middle: Randy DeBauw's RV-10 in a rare moment without a crowd. Bottom: The Blackjack Sqdn. from Seattle arrived around noon.

Top: NO ROCKING CHAIRS is right! Middle: Tom Green's -6 has been flying since 1991. Bottom: Ken Scott and Ken Krueger with their one-off KK-1, previously the Pipsqueak.





Center: Joe and Trish Blank, after a long day of RV wranglin', are ready to point their horse towards home.  
Upper Right: Amit Dagan and wife arrive in their RV-7.







# Kent Byerley's RV-9A's First Flight

Kent sent along a couple photos of his first flight, staged out of Aurora on Sunday, June 25. Kent along with assistants Randy DeBauw, John Hilger and Larry Brons built the ship. It mounts an Aerosport IO-320 w/ an aluminum Hartzell C/S prop.

Kent took three hrs of transition training with Jerry Van-Grunsven. He tapped Randy Lervold for Flight Advisor advice and Mike Robertson did the formal inspection. After informal inspections Mike caught mostly issues with labels and placards. The two main squawks following the first flight were that the FI mixture control was interfering with the intake fiberglass and a weeping brake line.



# Safety Thoughts July 2006

Len Kauffman

In The Logbook column of January's America's Flyways, Jim Trusty states, "Eighty-one percent of all general aviation accidents are linked to pilot error. Half of those are blamed on loss of competency or lack of currency." That's sad. Broken airplanes, injuries and deaths caused by pilots who don't keep their flying skill sharp. I'm sure most of those pilots were "legally" current, but there is more to realistic currency than 3 landings in 90 days, 6 IFR approaches in 6 months and a biennial flight review. There are many variations in the flying game -- cross-country, marginal weather, night, short-field landings, crosswind landings, formation flying, aerobatics, high altitude airports, mountain flying, emergencies, and so on. Each requires training and currency. What one pilot needs in order to stay sharp is not necessarily the same for another. And as we get older most of us have some loss of mental sharpness, short-term memory, reaction time, resistance to fatigue, etc. making recent experience even more important.

So what does it take to remain truly current and avoid joining that 81 percent crowd? Will Part 91 requirements (biennial review, three landings, etc.) do it for all of us? It might help to look at currency requirements in other types of flying. My military unit required a Standardization Ride every 120 days. The "ride" included an oral-examination and flight with a unit IP (Instructor Pilot) covering the entire range of topics and maneuvers. In the airlines we had four full-days of recurrent training every nine months (for many years it was every six months) including several workouts in the simulator. Those events force pilots to dig into the manuals for a review of systems, procedures and maneuvers not often practiced.

Wouldn't it be helpful for all pilots to structure some form of "recurrent training" similar to those programs? We could hire an instructor each time, or we might do it with a competent friend. In my case, it's a retired airline buddy, Jim, who owns a Mooney. We plan to meet every six months or so for "check rides" when my plane



is done. First we'll grill each other on charts, AIM/FAR items, emergencies, and airplane performance and limitations. Unanswered questions will be researched. Emergency procedures will be a primary subject since they aren't usually practiced. In my airline we had "Red Box Items." Those were emergency procedures considered so time-critical that they had to be memorized and were enclosed by red boxes in the emergency procedures section. Other less time-critical emergencies were handled by use of the checklist. I'll create my own RV-8 Red Box Items for emergencies such as engine failure (low and high altitude), engine fire (flight and ground), electrical smoke/fire, and possibly others. I plan to know them by rote and I'm sure Jim will expect a beer if I don't. He, of course, has the Mooney operators' manual with established emergency procedures. I'll certainly get to know that book so I can win back any lost beer. We could easily blow an hour or so here.

Then we'll alternate flying while the other guy suggests maneuvers. I would expect stalls, slow flight, steep turns, unusual attitude recovery under the hood, spins (Okay, maybe not in the Mooney), and simulated emergencies such as engine out, vacuum failure, engine fire, high oil temp and low oil pressure (where is that engine instrument circuit breaker in a 2012?) We'll probably look for a short strip (or pick a land-and-hold-short point on a regular runway) and a crosswind runway, and include any maneuvers that might relate to an upcoming other-than-normal trip. I'm sure we will add other items as we go.

In the past, some of my most productive learning experiences have been informal gatherings (hangar flying) with friends sharing questions about aircraft manuals, sectionals, enroute charts, approach plates and even those boring regulations. It's amazing how much information is there that we don't notice until someone points it out. I expect our "check rides" to be just as beneficial. If nothing else they should force me to review my books and manuals. That couldn't hurt -- might even keep me from buying the beer.

# Board Meeting Highlights

Your Chapter 105 Board

## Old Business:

Attending: Norm Durrell, Ron Singh, Rion B, Randy L, Mike McGee, Joe Miller, Benton Holzwarth, Randall Henderson, Jim Mitchell, Dick VanGrunsvan, Steve and Susan Rosenstock, Len Kauffman, Rob and Jenny Hickman, Tom Louris. Members took advantage of the nice evening and airpark location to fly four planes in to the meeting.

Meeting started shortly after 7:00 PM.

- The May meeting minutes were approved as circulated.
- Hangar Update (Rion): A few possible tenant nibbles but no commitments. Rion had prepared a bit for the NL, but editor (me) missed getting it in, will cover in July issue. Dick mentioned Bill's RV-4 might move over and the Little Gee Bee, too.
- Outside sign: Randy presented his proposed artwork and suggestion for how to get it done, board voted 8 yeas, 4 abstains - artwork approved. Randy will paint metal and use vinyl graphics.
- The August meeting will be a Hangar Grand Opening with the program to include a Bogardus presentation and a look at the Little Gee Bee, now restored.
  - Hangar decoration and commemoration (Norm Durrell): Norm volunteered to do a comprehensive display plan. Brought a 'concept piece' montage of Bogardus pix. Planning a largish image (up to 4 x 8).
  - Dick has the oil painting of George and the Little Gee Bee that was submitted for the EAA-Oshkosh art contest some years ago. Some explanatory text could be prepared to go with it. Norm will go after original pix or negs to get best quality.
  - There was also discussion of including photos of member-built planes with general agreement, with the proviso that it needs to be kept tidy, nice shots with an info block (and framed?), not just random snapshots.
  - Then followed some discussion of a Bill Benedict commemorative. There was general support for the idea

of a commemorative plaque to be placed up near the breakfast hangar on a stone or perhaps a bench.

- Other thoughts for decorations in the new hangar were a 'feature member' display to be posted for a year, with some upper limit on the number of featured members at any given time. A gallery of past presidents, scrapbooks, memorabilia were tossed out, along with a member-posting b-board, sectionals and wac charts, a mural, a projector screen (or at least a section of bare wall), some YE recognition along with the work tables and low cabinets.

- B-17 recap (Rion): Overall the event went well. Randall got good coverage. Drew Carney at 5am, Thursday. Channel 8 footage, and a photographer from the Oregonian. In all, there were 12 revenue flights and good foot traffic. Our out-of-pocket for the ads and portapoties: \$1500. Check returned from EAA for our share of the proceeds: \$3500.

- Suggestions for next year? Steve Householder recognition. Everything seemed to go well, with a suggestion to make sure we coordinate with the folks at Premier Jet to minimize our (the B-17's) impact on their operation and keep everyone safe around their equipment. (It is their apron the B-17 camps out on, they've kind enough to let us borrow space.) The other suggestion was to have a duty roster already completed so everyone had a clear idea of what position they filled if not how to do it, rather than just standing around waiting for someone to point them in a direction.

- YEs (Ron): Flew 59 YEs at the B-17 event; 90 or so, so far this year. Rom will put 'forms packets' in an easy to find place in the new hangar.

- LogoWare (Randy): Randy brought the new shirts and hats to the meeting. Each sells for \$15. Sold several of each at the board meeting.

- Chapter Alcohol Policy: First, a recap of the previous meeting's discussion was offered. Then the question was asked whether we, the 'chapter' ought to no longer provide alcohol at club meetings, given consideration of our liability (chapter and directors). The motion carried 7/3. Where alcohol is available at future meetings, it will be provided by the individuals (hosts or members), but not by the chapter.

- General meeting update (Randall): July's meeting will be on Friday at Arlington in the other RV area -- the one with the Winnebago's. Look for the tiki torches. Chapter will provide food with a donation hat out \$5 suggested for Salmon BBQ I understand (but not alcohol.) Will start six-ish.

August will be in the chapter Project Hangar to see the new digs and have a look at the LGB. Much was said in appreciation of last month's meeting at Parkside. They're interested in hosting again next year.

## Open Floor:

- Refreshments in the project hangar (RobH): Rob pointed out 902 has an honor system for their pop. Jack also, over at Lenhardt's. There seemed to be general agreement that something like this should be tried in our new hangar. Also, a meeting raffle was suggested. (We did this in years past, but not in recent times.)

- NW RV Fly-in: Joe Blank missed the meeting, but folks spoke up for the areas they were familiar with: Food is getting organized. YEs will be flown. The odds and ends of the older fly-in shirts are not selling much any more, even with deep discounting, so a decision was made to start giving the old shirts away to our YEs.

- Randy donated four lawn chairs for the new hangar. Suggestions were made for donations we could use. List will appear in the NL: fridge, coffee maker.

- Randy unfurled the new vinyl chapter banner. Everyone seemed to think it looked good.

Next Board Meeting: Twin Oaks Project Hangar (G-1), pizza to be brought if a volunteer can be chased down.

The meeting was adjourned at 8:25.



# Chapter Calendar

Jul 1-2	Methow Valley Fly-In and Pancake Breakfast Twisp Municipal Airport (2S0) Info: Morgan Smith 509-429-6328
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"
Jul 8	13th Annual Ritzville Blues Festival, Ritzville Pru Field (33S), Festival is two blocks from the airport, 25 bands... <a href="http://www.ritzvilleblues.com/">http://www.ritzvilleblues.com/</a>
Jul 15-16	OPA's 50th Annual Pancake breakfast. Info: Scott 503-657-0043 scrockard@qwest.net Mulino (4S9)
Jul 15-16	16th Annual Fly-In, Prospect State Airport (64S), hosted by Jackson county S&R. BBQ dinner Saturday, breakfast Sunday at 9 am. Camping available. Contact info: Event Director 541-560-3644
Jul 20	<i>Neil Armstrong sets foot on the Moon — 1969</i>
Jul 22	<i>Wiley Post completes the first solo round-the-world flight in Winnie Mae — 1933</i>
Jul 22	Burgers and Brats Fly-In, Roseburg, OR, Roseburg Airport (RBG) Contact : Stephan Brown 541-440-2697

## 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.

### 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: Safelying 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

### June '06

- Rion Bourgeois / B-17 Report
- Young Eagles Success
- Young Eagles — Sharing the Joy
- Benton Holzwarth & Ken Howe / An Evening at Van's Aircraft
- Peter van Schoonhoven / Parkside Planes
- Len Kauffman / Safety Thoughts: Lessons

## 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

**Need ride to NW-EAA Fly-In (Arlington, WA)** — Fri and/or Sat, glad to share expenses—Ken Rentmeester 503-297-3238 [07/06]

**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]

## 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.

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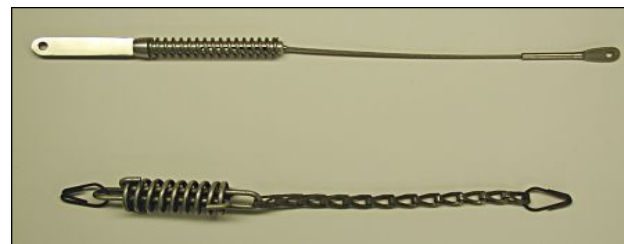
**Bill Esther Engraving** — Contact Bill for help with your custom engraving project. See sample work at [http://www.rvproject.com/esther\\_engraving.html](http://www.rvproject.com/esther_engraving.html) ecaps.1@juno.com or 503-851-6375

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



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## Editor's Notes

Benton Holzwarth



A fun issue this month. Lots of flying events for the chapter, lots of activities for everyone interested in participating. If you didn't get out for a flying weekend or make some progress on your project, don't blame us.

My wife suggested we fly out for breakfast last weekend. She's flown precious little with me so I was honor-bound and delighted to support the notion. But inspiration for breakfast fly-outs of the non-greasy-spoon variety evaporated from my conscious mind. Instead I planned a loop up around Mt St. Helens, her first, with a stop for coffee/tea + scones at the corner java stand on the way out to the strip. (It's breakfast of a sort!) The flight went well and she enjoyed it very much. The bright sun and heat conspired to rend her a headache, but she didn't blame me for that.

It was her second flight with me, and she has talked before and since about signing up for a 'pinch hitter' class at some point. I hope she does. Until then I tell her if she won't hold the yoke, she'd better learn to read the maps.



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

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 Canby, OR 97013

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Martin Kosina's PA-23 "Apache" at Twin Oaks. Photo: Ken Howe.

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

- NW-EAA Fly-In, Arlington
- **Friday, July 7<sup>th</sup> @ 6:00 PM**
- Map: page 5

**Next Board of Directors Meeting**

- Thursday, July 20<sup>th</sup> @ 7:00 PM
- Twin Oaks Chapter Project Hangar (G-1)
- 7:00 PM

Editor:  
Benton Holzwarth  
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