



RESCUE

Lauran and Kay Lyn Paine
Salem, Oregon

EAA 105
PORTLAND OREGON
EAA

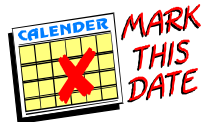
October 2006

In This Issue

Our Chapter Hangar: The Whole Story	3
Fly Friendly @ HIO	6
Prev Meet: Ray Fogg's RV-8A	7
Next Meet: Randy Lervold's RV-3 & "Painting Your Own Aircraft"	8
Poker Run 2006 From the Cockpit	9
Van's RV Homecoming	11
2005-06 Feature Article Index	15
Buy / Sell / Trade	16
Contact! / TCs+FAs+FI's / Renewal Form.....	17

Next Meetings

- **Oct 12th** 7:00 PM—General meeting: Randy Lervold's RV-3 & "Painting Your Own Aircraft"
- **Oct 19th** 7:00 PM — Board Meeting at the Twin Oaks Chapter Project Hangar (G-1).



Newsletter Deadline

- **Oct 21st**— Newsletter article contributions and ads are welcome anytime, but may be held to a later issue if received after the deadline.

On the Cover

Our own Lauran Paine with his lovely wife Kay and recently completed RV-8 N214KT. Lauran wrote about the building process, engine start and first flight in his "Plane Talk" column in Sport Aviation. Soon after completing his 40 hours, he and Kay flew back to Oshkosh. The plane has an O-360, fixed pitch prop and weighed 1,035 pounds (and one or maybe two wires).

Photo: Len Kauffman at the RV Homecoming.

Southwest

Formation Clinic
October 20-22, 2006
Apple Valley, CA (KAPV)
<http://rvformation.com/swfc/>

Breakfast KP Duty

Saturday, October 7th, 2006

7:00 AM	9:00 AM
Gary Daubert	Alan Cossitt
James Furlong	Ron Graff
Jeff Goetz	Philip Groelz
Gary Graham	Greg Halverson
Randy Griffin	Dan Harris
Pat Hammell	Tom Hart
Al Hawkins	Clay Hofrock
Jim Hoak	Benton Holzwarth

Saturday, November 4th, 2006

7:00 AM	9:00 AM
Bill Fulgham	Dick Guarnero
Mike Seager	Ray Hass
Aaron Frechette	Ed Hayden
Randall Henderson	Gerald Jerome
Kenneth Howe	John Jessen
Dennis Jackson	Steve Johansen
David James	Ted Johns
Jeff Jasinsky	Steve Johnson

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

1996 Activity at (Ramblin' Rod's) Apple Valley airport

Mike Seager writes: I just got a call from Wendy Kellington (attorney) who is representing the person who bought Rod Anderson (Ramblin' Rod's) airport a couple years ago. She needs to prove that there was activity on the airport in 1996. So if anyone knows of anyone who flew into that airport, worked on airplanes at that airport, did flight instruction or anything that proves usage of the airport in 1996, please contact wendy at wk@wkellington.com or 503-624-7790.

Thanks!

Chapter Donations

The chapter has received several generous donations recently. It's high time to recognize our benefactors:

- **Kent & Janet Byerley** — Audiovisual Shelf Unit for the Library
- **Robert & Joyce Peebler** — Aircraft Engine Parts and Instruments
- **Robert Clark** — \$130 (\$150 paid for our \$20 prop balance)
- **Mike McGee** — Refrigerator
- **Robert A Brown** — Several sheets and pieces of Aluminum
- **Jim Hoak** — Portable Shelving
- **Jacie Crowell** — \$175 towards purchase of a Bandsaw
- **Joe VanLom** — Large Bookcases for the Library

Our Chapter Hangar: The Whole Story

Randy Lervold

After an eleven year journey our chapter has finally realized its vision of having a permanent home: a chapter hangar where everything from member aircraft projects to chapter events can occur. This is a dream of most EAA chapters yet few of them are able to actually achieve it. We have. Yet as of this writing, and after being complete for nearly three months now, not one member has taken advantage of this tremendous resource. I'm convinced that this is because we (chapter management) have not done a good job of communicating what's going on. I'm therefore taking the time to spell everything out with this article, your *definitive guide to the new chapter hangar*, complete with pictures for those of you who don't like to read.

Why and how?

Since a fair percentage of our members weren't around when we began this journey let me briefly recap how we got here. The story began about eleven years ago when the chapter leaders at the time thought having a permanent home for the chapter would be a good thing. As with most chapters however that was a daunting prospect: where would we get the money, where would we locate it? Thus the notion of a monthly pancake breakfast to raise money for a hangar was born. A few years after the breakfast was started local aviation legend George Bogardus died and left his entire estate to Chapter 105. Part of the Bogardus estate was earmarked for our hangar. The Bogardus contribution, combined with the monthly proceeds from the pancake breakfast, continued to grow year by year until it seemed we were close to having enough money.

With our chapter fund now approaching an adequate level then chapter president Rion Bourgeois began the search for a location. The search for a suitable location alone took over two years and was quite complicated. His vocation as an attorney certainly came in handy as he put in countless hours of legal work at no charge to the chapter. negotiating and getting terms & conditions completed. In the final analysis the board chose a newly constructed hangar building at Twin Oaks Airpark as the



best overall option. Construction began last fall, was completed in June of this year, and we now have a fully depleted hangar fund and a shiny new chapter hangar.

Where is it?

Amazingly, I've spoken with quite a few chapter members who have no idea where the chapter hangar is. Conversations go something like this... "Meet me at the new chapter hangar", "huh, what chapter hangar?" Head's up folks: the chapter hangar is at the West end of the southernmost hangar building (building G) at Twin Oaks Airpark, see the aerial picture for a bird's eye view. This is *not* to be confused with the "breakfast hangar" where our pancake breakfast is held. Our new sign now adorns the end building to make it easier for all to find.

The facility

Our new hangar facility is an aircraft builder's dream come true. The "hangar" is really two conventional hangar units, G1 and G3, in a brand new building. G1 is an end unit and is adjacent to G3. There is a wall between the two units with a double door. That way projects and events can be kept separate or the door opened and used together.

The construction process included first adding a triangular observation alcove and patio off the end of G1. Then 125 amps of electrical service were installed followed by a forced air propane heating system, complete with thermostats, for each unit. The ceiling, walls, and hangar doors were fully insulated. Full fluorescent lighting was installed in both units, then it was finished off with a shiny new epoxy floor finish. Does it get any better?

What's it for?

Let's be clear about what the hangar is for...

G3 is intended for members who are actively working on aircraft projects. There may be from one to four tenants at a time depending on the stage of their projects. The Hangarmeister will coordinate the tenants, space allocation, and rent.

G1 is intended for four purposes...

- Members who wish to do final aircraft assembly and

avail themselves of the Chapter's tools and a great heated facility before moving into their own hangar somewhere else. Typically this would be a 1-4 month period.

- Members who wish to perform their annual condition inspections and avail themselves of the Chapter's tools. Typically rent period would be 2 weeks to a month.
- Chapter meetings and events.
- Chapter projects such as the Little Gee Bee restoration.

The bottom line

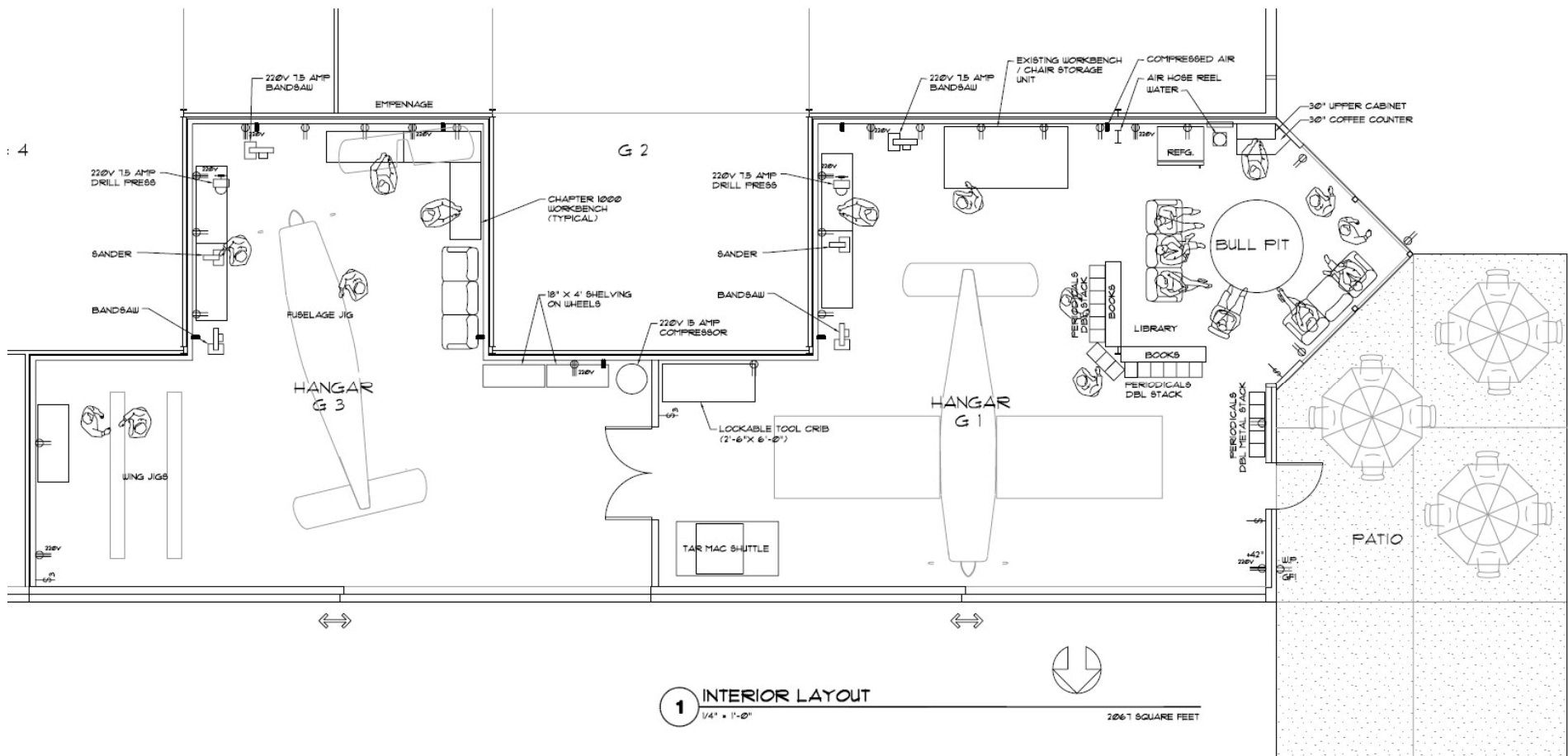
In all just under \$90,000 was spent on finishing out the hangar. Your board thought carefully about exactly how to finish the hangar. As part of the process a "Hangar Use Policy" was drafted complete with stated objectives for the project. A copy of this document is available on the new "Hangar" page on our web site (www.eaa105.org). Our new facility

Personally, I look forward to sitting on the patio, possibly sipping a cool beverage, using our perfect mid-runway location for critiquing landings. (there may even be numeric grading signs there eventually, no kidding!) As the years wear on we'll use the new facility for meetings, chapter projects, hosting Young Eagle events, as a staging point for fly-out trips, briefing formation flying missions, and I'm probably just scratching the surface there.

The next couple of pages will provide you with everything else you need to know: a facility floorplan, a rental rate table, an aerial location diagram, and some pictures to give you a better feel for what is there. As mentioned earlier, I am also adding a new page on our web site with much of the same information along with ongoing current availability.

We now have a fantastic facility designed to fit our mission, let's use it!

...Randy



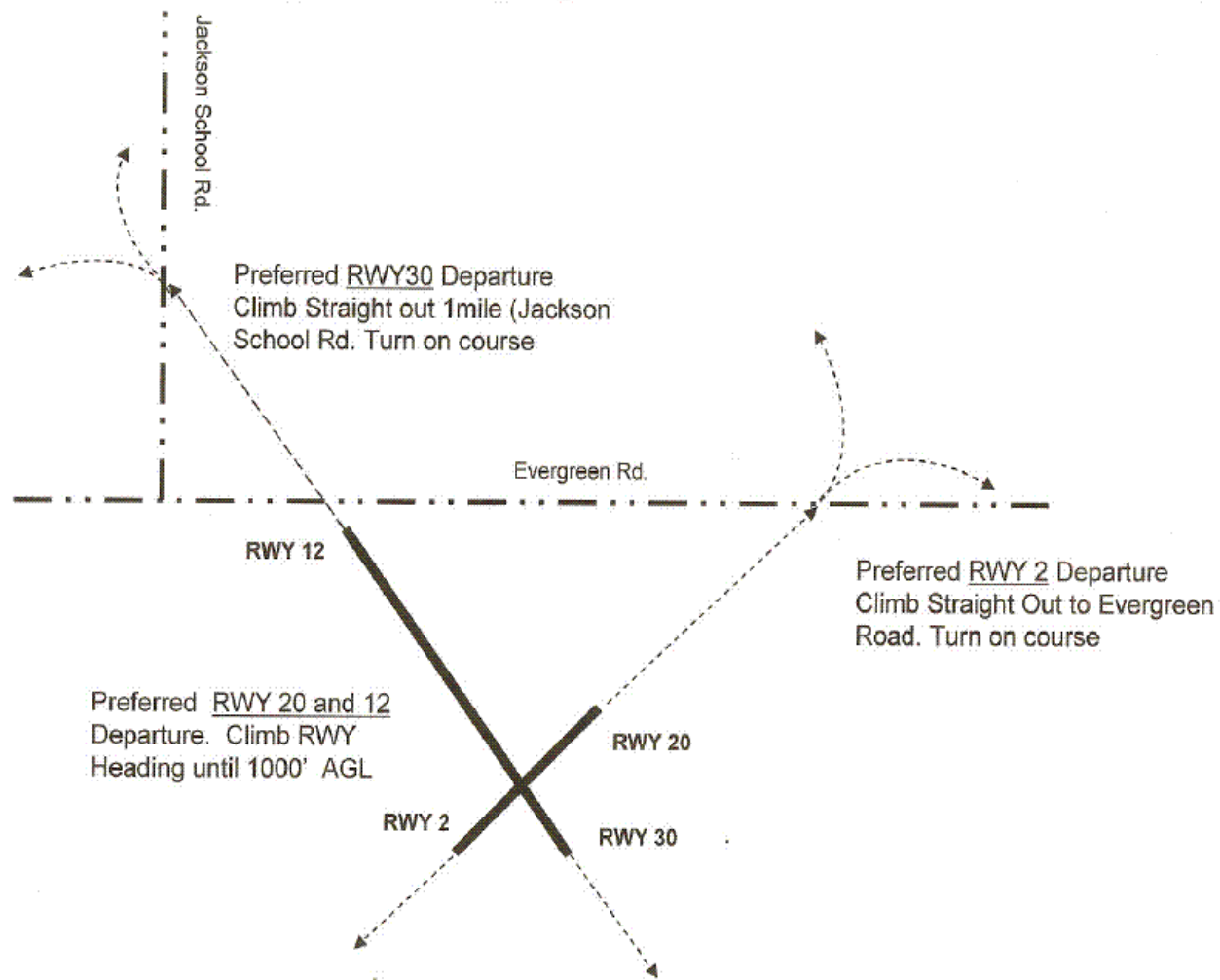
Above is the floorplan of our new hangar facility. It can easily be reconfigured to adapt to different uses, but all the basics are there. Current rent for members is listed in the table below.

G3 – Aircraft Projects	G1 – Final assembly & Annual inspections
\$70/mo. – 1/4 space	\$260/mo. - Partial months or weekly rental may be possible, check with Hangarmeister.
\$140/mo. – 1/2 space	
\$210/mo. – 3/4 space	
\$280/mo. – full space	
*Depending upon the number of sub-tenants and the amount of space they use. Contact Hangarmeister or see Sublease agreement for details.	



The new Chapter hangar is in Twin Oaks' Row G. Breakfasts will continue at the old, same place. We're rapidly acquiring all the comforts of home...and shop. An organized library, coffee, fridge and water, assorted heavy tools and plenty of air with stations throughout the two 'T's, and ground transport for when the coffee hits bottom.

Fly Friendly @ HIO



Fly Friendly @ HIO

Bob Flansburg CM,ME,CFII
AOPA HIO Airport Support
Network Rep

I'm pleased to be invited to write an article in the Chapter 105 Newsletter about Hillsboro Airport Noise Abatement procedures. What prompted this request was an incident on Sept. 8 while I was working in my back yard around mid morning. A group of RV's departed HIO on RWY 30 and flew over my home, which is approximately $\frac{3}{4}$ of a mile directly west of the departure end of RWY30., at some where between 500 and 1000 ft. These planes were in a loose formation of 4 with 2 more cutting their turn to the South to catch up with the formation. As you are aware RV's have a very low lateral noise profile. However when you are directly below an RV they are quit loud, because the RV has straight pipes for the engine exhausts. When you get 6 of them in close proximity you've got a really loud noise source.

The diagram of the airport shows simple procedures, developed by the port, that will reduce noise dramatically by getting departing planes at higher altitudes before turning over the neighborhoods to the west and south of the airport. These procedures are not mandatory and tower obviously has the last word. I encourage you to use the HIO noise abatement procedures to significantly reduce departure noise. It also adds to your safety, by getting you higher than the returning training traffic from the west.

...Bob

RAY FOGG'S RV-8A



Benton Holzwarth

About 20 people attended the meeting at Ray Fogg's home on Sunset Airpark near North Plains for the September meeting. In general news, Len Kauffman now has about 50 hrs on his RV and has had his wife up to the San Juan's for a nice weekend.

Dick mentioned, with some embarrassment, since he was one of the



folks to be honored along with Tom Story and George Bogardus, that the Oregon Aircraft Historical Society is planning an induction ceremony to be held on Oct. 8th at Columbia Aviation Association headquarters on Aurora airport. The Little Gee Bee will be on display as well.

With the business out of the way, Ray Fogg stepped forward to speak and answer questions about his project.

Ray's project has been almost nine years in the making (no QuickBuild options), making a move or two before finally arriving at Sunset. Ray insists next time it leaves, it's under its own power!

He's equipping his ship with a Dynon kit, IK-Tech engine monitor, SL-40 com and Garmin transponder. Ray talked about the highs and lows of building — the high of powering up the panel for the first time, and the low of smoke pouring out. He'd made an assumption about the wiring of the engine monitor given a missing or insufficient diagram and...well you know what happens when you assume.

Ray considered Eggenfeller Subaru or Power Sport, and was all set for an O-320 w/ wood prop before a windfall allowed him to spring for a Mattituck engine w/ FADEC (a \$7k hit). Several things played into the decision, including comfort with the alternative suppliers. Ray se-

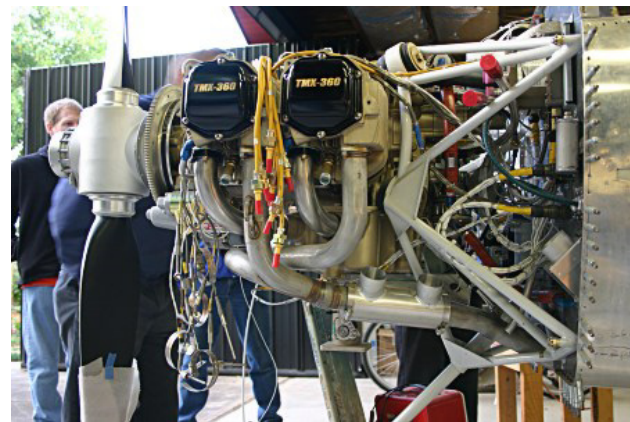


lected a two-blade Whirlwind prop rather than a Hartzell for weight. He'd asked about a three-blade prop, but was steered to two blades with his electronic ignition and FADEC system. His engine is a parallel valve, 180 HP, fuel injected system.

Our host expects to fly...oh...sometime in the next five years depending on work and other responsibilities.

Ray expounded on 'Enthusiasm Curves' — sometimes he can't wait to get going on the project, and at other times he knows better than to try to force himself to work. It's all a continuum, shades of gray.

Ray says the happiest moments are not necessarily the major milestones but the little breakthroughs.



Ray included a hinged door allowing access to the forward side of his instruments.

Meeting Coordinator:

Randall Henderson

503-297-5045
randall @edt.com



**Program: Randy Lervold's RV-3 and
"Painting your own aircraft"**

Location: 5228 NW 14th Circle, Camas, WA

Date: 7:00 PM, Oct 12th, 2006

Phone: 360-817-9091

The October meeting will be at Randy Lervold's place where he is nearing completion of his on his second RV project, an RV-3B (see www.rv-3.com).

As he did with his RV-8, Randy is painting the plane himself and expects to be partially done with the paint by the time of the meeting. Accordingly, the program will be all about aircraft painting and Randy will be giving us a "primer" on everything from prep to primer to putting on a nice finish coat.

From Portland:

Take Hwy 14 (on the Washington side of the Columbia river) east from either I-5 or I-205.

Take 192nd St exit, left at the exit (north) Right on 34th which is 3rd light (east).

Go approximately 1/2 mile, turn right on Payne Rd. Wind up the hill until Sharp is on your left. Turn right on Deer Fern (entrance to Knight's Pointe subdivision).

Take third right, NW 14th Circle, last house at bottom of hill.

From the Air:

Sorry

Future Meetings:

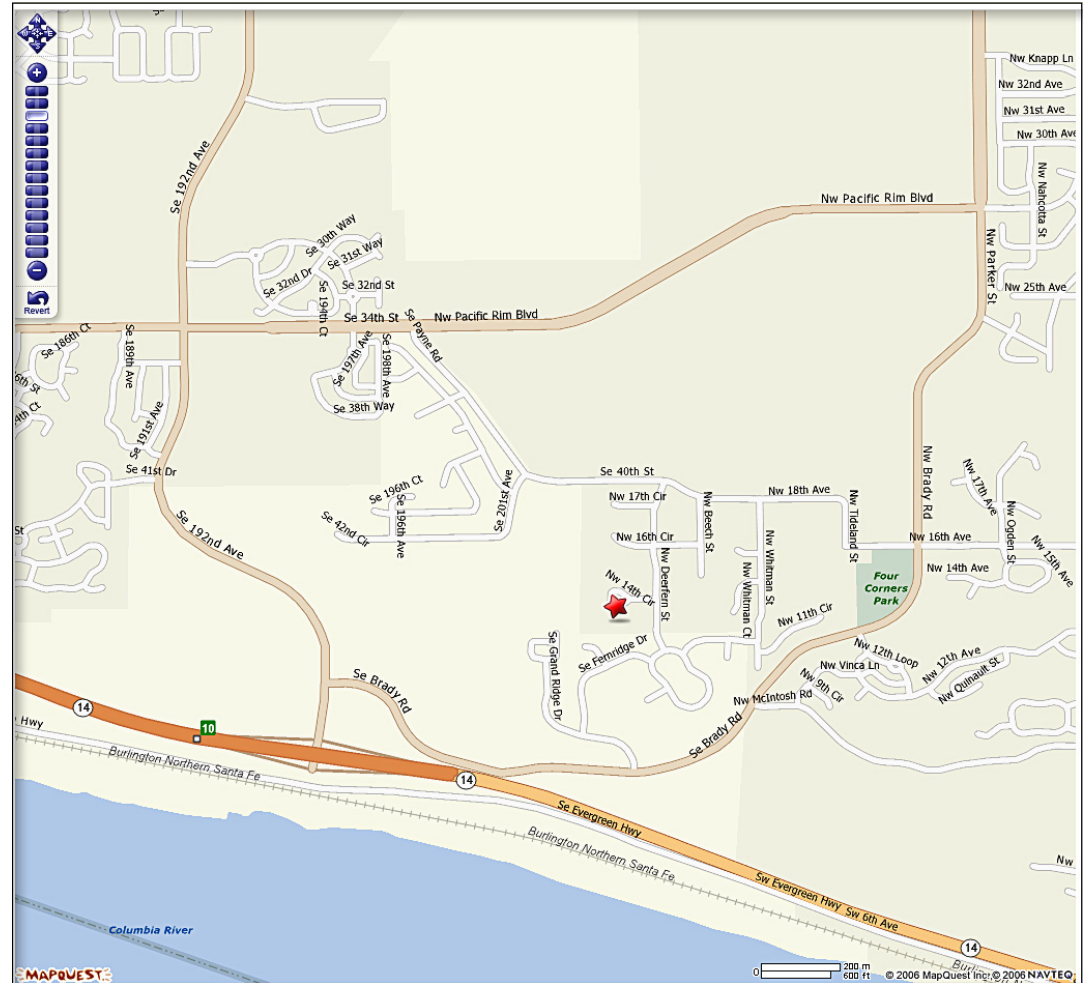
Nov - Pie auction & tech discussion @ chapter hangar

Dec - Chapter Christmas party @ the Hickmans

Jan - t.b.d.

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-rvlist email list.



Future meetings:

**November – Pie auction & tech discussion @
chapter breakfast hangar**

**December – Chapter Christmas Party @
the Hickman's**

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.

Poker Run 2006

From the Cockpit

Ken Howe, photos by Andy Howe

The announcement in the chapter newsletter for the Poker Run caught my eye: an opportunity for something a more than boring holes in the sky. For a relatively new pilot it seemed like a fun way to get in some cross-country time and practice a little 'aeronautical decision making'. I wasn't going to let a little thing like no airplane of my own get in the way – rent one from the Stark's. But, all I'm signed off for is the 150, and only a 4-hour time slot was available. A tentative flight plan showed that I could make it around, but without much time to spare and no lunch stop.



Starting our takeoff for the Poker Run

The weather Saturday morning was somewhat iffy, but it was clearing. At the time my son Andy and I checked in, Tillamook was socked-in. We decided to hit Scappoose and Astoria, and make a decision there about Tillamook. Turned out that because of the early clouds, several other pilots were leaving around the same time (about 11:00) and flying a counter-clockwise route.

Right from the start I could tell that this was going to be different than previous flights in the area. We took off from Twin Oaks and promptly called in to HIO to transition through their airspace toward Scappoose.

HIO: "Cessna 720 transition approved."



Left turnout from Twin Oaks to head through HIO airspace

...

HIO: "Cessna 720 what's your altitude?"

720: "Cessna 720 is at 2000."

HIO: "720, you have a flight of 2 experimentals off your left wing also transitioning north. Oh wait, they're about a mile ahead of you now. I guess they're moving a bit faster than you are."

720: "Traffic in sight, 720."

(Yeah those RV's move faster than a Cessna 150!)

HIO: "Cessna 720, there's another one right behind you passing overhead."

720: "720 has the traffic in sight."

Wow, that's in the first 10 minutes. There sure are a lot of airplanes up here today, all going the same places and with a pretty wide range of speeds. I'm going to really have to keep alert to what's going on up here.

Once we entered the pattern at Scappoose, those fast RV's turned out to be a help. This was just my second time into SPB so on my downwind I watched where the other Poker Run planes were taxiing to go pick up that valuable 2nd card. A quick stop, and off to Astoria. We veered north of the direct SPB-AST course to stay under the clouds and above the valleys through the Coastals. We did see Rion's flight of 2 off to the south a couple miles. I was figuring that we'd be behind him all day, regardless of how quickly we made our stops and how



Waiting for our turn to takeoff from Astoria

long he stopped. Once again, all the RV traffic out ahead let us easily determine runway in use and where to go on the ground at Astoria.

Reports for Tillamook indicated that other pilots were now making it in there. We decided to fly down just off the coast where there weren't any clouds, then just approach from over the bay. By the time we refueled (a Cessna 150 doesn't have very long legs!) we were 5th to takeoff behind 3 RV's and a Citabria. Listening to them on the radio approaching Tillamook let us know that the airport was indeed by now open. In fact, my first thought when I taxied around the last corner to the ramp behind the Air Museum was, "Where am I going to park this thing?" The parking area was pretty full, 10 RVs, a Zodiac, a couple Cessnas, and the Citabria.



Flight of two RVs taking off ahead of us at AST



Poker Run planes parked outside the Tillamook Air Museum

Taxiing out from the museum, we were once again behind 3 RVs, "Oh look, they're now using runway 19. That'll sure save a lo-o-o-g taxi to 31."

As we climbed out to the south, (remember a 150 with 2 on board doesn't climb too fast) the clouds were breaking up and we could see over all of the hills to the east. We aimed for a gap into the valley beyond, and I let Andy take the controls for a few minutes while I took my lunch break. Once past the hills it was a pretty normal approach and landing at MMV – 3 twins shooting practice instrument approaches and several singles coming and going. Picked up our final cards, what do you know, I drew a hand. (A pair of 8's.)

A quick flight back to Twin Oaks, and we made it in by 3:00 (just). My pair of 8's was good for a pick at the prize table, but there weren't many left by that time to choose from. But we didn't really join the Run for the prizes. I think from the talk back at the chapter hangar, that everyone had a good time.

A couple notes from Jack Lenhardt:

Loose Bits

The Independence airport restaurant is now open (at least for now) 7 days a week from 8AM to 2PM.

The Flying M Ranch strip will close at the end of next month (October ?) because of new owners.

Caution on making too many low-altitude high-speed passes on the airport (Lenhardt Airpark – 759). We have one neighbor, in the SW quadrant, who does complain. He and the one in the NW quadrant are about the only complainers in the area. Of course, we don't fly over the school.

From: Will Mensink
To: Randy Lervold
Subject: Will I be seeing you in Alaska someday?

Hi Randy, I thought I would shoot you an e-mail before the movers arrive tomorrow to ship me off to Anchorage. The whole ordeal is causing me to reflect on a lot of things and I want to say.

THANK YOU!

Your words of wisdom, your opinions, your web site, your motivation, your friendship, your enthusiasm affected me in some strange way. I plugged away building in my hole in the wall hanger just wanting to have a great flying airplane with my personal touches. It was to be an airplane to

fly with the challenge being to wear it out, not a foo-foo plane. To my surprise I have a cool plaque from Arlington and a REALLY heavy paperweight Bronze Lindy from Oshkosh. I am still very pleasantly surprised. So Thanks for your selfless contribution to my project and please take part in these little awards of recognition as they would not have happened without your influence.

On another note, I expect to see your RV-3 and you and Donna (yes, you can buy her a ticket!) at my hanger home someday for a visit. It's a piece of cake. I did it in 11 hours in a one day shot. Come on up!

Warm Regards,
Will



Will's RV-8: The paint scheme is inspired by a Netherlands Air Force Trainer, a Pilatus PT-7 Turboprop.

VAN'S RV HOMECOMING

Len Kauffman

There were 113 Registered aircraft plus 20-some unregistered local aircraft for an estimated total of 135. 135 folks were fed at Saturday evening BBQ and 85 attended Sunday evening dinner at the Holiday Inn.

Coming from greatest distance were three aircraft from Orlando, Florida. Other aircraft came from Texas, Wisconsin and many from California and Washington. Mike Sheffer, an RV-7 builder from Israel, came greatest distance without his aircraft.



Left: "Katie Sue" N707RW, an RV-8 from Orlando, Florida. It is one of three a/c coming greatest distance. Built and flown by Rich Wilson, a Delta captain and retired USAF Lt. Col. The aircraft, named after his daughter (Katie) and wife (Sue), was completed October 2003 and had 341 hours on Hobbs at homecoming. Paint scheme is from P-51s of the 352nd Fighter Group. All three aircraft from Orlando (another RV-8 and an RV-7A) have normally aspirated O-360s. "Katie Sue" has single Lightspeed electronic ignition and one mag, while the other two aircraft have dual mags. Rich stated he consumed 2 gph less fuel (7.5 gph) than the other aircraft on the trip to Aurora. They flew at 65% power and peak EGT.



Below: Attached is shot of Gary Sobek and Randy Ler-vold by Gary's RV-6, N157GS. The plane was built nine years ago and now, with 1,943 hours on it at homecoming, is ready for a replacement engine. Gary is from El Segundo, California, and was at our Northwest Formation Clinic in Redmond this Summer. He is an FFI Flight Lead, DAR and satellite test engineer for Boeing.



Left and above: IO-540 powered N104CD owned by Tim Olson of Elk Mound, Wisconsin. It has an impressive panel with three Chelton Sport EFIS systems, Garmin 480, TruTrak Digiflight 2 VSGV autopilot and Garmin GTX 330 transponder. Chelton Sport displays traffic and weather. Plane was completed February 2006 and has 125 hours on Hobbs.





Above and right: Alex De Dominices' RV-10, N110LV, from south Dallas/Fort Worth area. Alex does RV training (like our Mike Seager) at a private airport community called Eagles Nest. The panel has dual EFIS, TruTrak ADI Pilot, Garmin 480, MX 20 and air-conditioning by Airflow Systems. Photo of fuselage bottom shows a/c system.



Left and below: Two photos of N184RF, an RV-8 built by Ray Findly of Santa Paula, CA. Completed December, 2003 now with 216 hours. He modified Van's cowl (round intakes), build cooling plenum, installed oxygen system and cockpit adjustable aileron trim tab.

Below: RV-4 999BT built by Brent Travis from Coeur d'Alene, Idaho. Those who attended the Northwest Formation Clinic may remember Brent and his beautiful -4.



...and Homecoming through Scott Risan's lens



Board Meeting Highlights

Your Chapter 105 Board

Attending this evening: Len Kauffman, Randall Henderson, Randy Lervold, Rion Bourgeois, Mike McGee, Jim Mitchell, Joe Miller, Benton Holzwarth, Ralph Schildknecht, Ron Singh and Michellem, and Dick Van-Grunsven.

The meeting was brought to order at 7:05.

Old Business —

The minutes from the July meeting were accepted. There was no meeting in August.

- Bob Flansberg (AOPA ASN for HIO) brought a diagram of the Hillsboro airport to help explain a problem he'd observed a few weeks before at HIO. Working in his back yard, he'd heard several RVs pass low (500 - 1000') over his house. He came to explain his difficulty getting the word out that there is a preferred departure corridor from the main runways. The preferred routing has pilots climbing straight out from Rwy 30 to Jackson School Rd and on Rwy 2 to Evergreen Rd before turning on course. Limiting prop speed or power also helps the noise generated by planes.

Dick remarked that Aurora also had some trouble with guests not attending to the preferred procedures at the recent RV Homecoming.

After some discussion of different possible solutions, we agreed to cover the port's diagram in the NL, with explanation and post copies in the public areas of Twin Oaks. Also to raise at an upcoming group meeting and at our chapter breakfasts.

- Hangar (Rion): No tenants yet, but some nibbles.
- Sign (Randy): Done and hung. Looks good.
- Remaining Hangar tools: Rion read off his list of equipment still needed for the hangar. There was some discussion of the various items, and which ones we already have funds dedicated for. Also some consideration was given to holding off buying tools until we have some tenants in the workspace, but it was felt we'd have an easier time bringing in members to use the space (pay rent) if it's equipped. Mike McGee was authorized to

buy a shop vac, coffee maker, bottled water stand, a bandsaw and a couple work benches. Plans were also formulated to build several of the 'Chapter 1000 work benches,' with Tom Louris heading up that project.

We've received one gift of \$175 dedicated to buying a bandsaw and another of \$130 (\$150 paid for our normal \$20 prop balance). We'd previously earmarked it for the Young Eagles effort, but it was given w/o restriction and we agreed to direct it instead towards tools.

- **Communication Plan:** Randy remarked that, even with the efforts to let the members know it's available, too many still don't know we have this space available for members. Randy will write an article for the newsletter. There was some talk of forwarding it to National as well, but Randy's take was that he'd write with a different 'voice' for the Chapters section of Sport Av, and doesn't have time right now to re-write it. Randall was volunteered before he had a chance to say no.
- **Donation appreciation:** Rion ticked off the list of folks who've recently made donations to the chapter and are deserving of mention in the NL.
- **Shop dolly 'kit':** There was a mention of kits for building mover's dollies. The thought was to use of these kits, sized to fit the stand of the hangar's radial arm saw.
- **Golf Cart:** Mike reported on the golf cart. With the new batteries, it seems to be taking a charge now. It should be put on the charger regularly when not being



Another of Scott Risan's photos from the RV Homecoming.

used, and should also be kept from freezing. We're still a little uncertain about the charger, so it should probably shouldn't be left unattended.

It needs a switch to replace the non-working key-lock, and a better job of cleaning. Mike only dusted it off well enough to be used at the Poker Run, and in particular there's some corrosion under the battery pan that could be cleaned up. Len will look for an orange flag to attach to it.

- **Volunteers needed:** A 'chief' to run the table assembly [TomL has now stepped forward] and someone to take on a cleaning up the golf cart.
- **Upcoming meetings (Randall):** Oct will be a paint clinic at RandyL's home (Camaas), Nov Pie Auction at the b'fast hangar with some lighter program and the Dec holiday party at the Hickman's. Other subjects for upcoming meetings are a friend of Len's that does survival training and would make a presentation for us. Elections are also coming right up.
- **Pancake Breakfast Service:** There was discussion on the speed we are able to move folks through the breakfast serving line. On the busy days, the line gets quite long and doesn't move as quickly as anyone would like. Char is asking that we be bringing in 10 vol-servers for each shift rather than the current eight; in part that seemed to be to help cover for the vols that leave after serving shuts down w/o realizing that they're on the hook for cleanup as well.

It was also pointed out that if we get off to a late start, it's very hard to catch back up. We resolved to hold at eight for now, but ensure the first shift knows they need to be on hand well before 8:00 AM, and the grill needs to be lit by 7:15. With the cookers hot and the serving trays filled at 8:00, we think we'll keep the line moving faster.

Mike also mentioned that the guy we get bacon from also has patty and link sausage. These are pre-cooked and would heat faster than bacon. We agreed to try some of the sausage just as an alternative to the bacon as much as because it's going to speed the process up. I don't think we actually identified what the hangup is.

Also, we think Char needs to delegate more and do less herself. Mike will also get a rolling shelf so that the bulk of the gear needed for the session can be wheeled out of

the store room in one trip rather than making multiple trips in and out. [Rack has already been brought in and organized.] There was a suggestion to make up 'task cards', with a written description of what needs to be done for every operation, where to find the materials, etc.

- **Poker Run:** Benton received an email following the Poker Run admonishing us for a few less well behaved pilots and one that seemed to be a little less safety-conscious. Len will try to contact that pilot directly to talk with him and as part of future events, we'll talk to our dealer FBOs about what their preferred parking arrangement is and anything else we can do to be good guests. That info will be included with the rules sheet every pilot is given at the launch.

New Business —

- **Peebler Donation (Rion):** Bob Peebler, one of the charter members of 105 is divesting himself of some airplane parts through a donation to the chapter. Included are much of an O-325 GPU (case, 4 cams, crank, cylinders, pistons) some instruments and one and half Tom Story (?) fuselages. We arranged to pick up the smaller parts; the fuselages will have to wait until more of the stuff surrounding 'em is cleared away.
- **Officer Slate:** Time to work on the selection of officers for next year. Randall is asking that he not be put forward as VP again, getting to the regular meetings is getting to be more difficult. He will repeat as Meeting Coordinator. The board will put together a slate, and solicit further nominations from the members. Then voting will take place for any positions with more than one candidate.
- **Stinson Project:** Randall described a Stinson project available near Battleground for about \$10,000. Ad will go in the NL.

The meeting adjourned at 9:20.

Fly-In Calendar

Oct 4	Orville Wright makes first flight lasting more than 30 minutes. 1905
Oct 6-8	Pangborn 4th Wings and Wheels Festival, Wenatchee, WA. (EAT), Pancake breakfast, motorcycle parade and rally. Ferr shuttle bus. Info: Arnie 509-884-2494
Oct 7-8	Oyster Festival, Shelton, WA, Sanderson Field (SHN) Great seafood, exhibits and entertainment at the fairgrounds adjacent to the airport. 503-576-2021

Editor's Notes

Benton Holzwarth

I really like it when the newsletter issue *writes itself*. Much appreciation to the folks, this month (and those in the past) that offer and send over articles and photos. Makes my part of the job *ever* so much easier. It's easy — try it sometime!



2005-06 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.

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 / Luran 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 (HIIO)
- 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

July '06

- Randall Henderson / TnT: Cabin Heat in the Panel
- Brian Moentenich / A Comparison of the Safety of GA, Experimental and RV Aircraft
- Benton Holzwarth / Parkside Paradise
- Joe Blank / 15th Annual NW RV Fly-In
- Len Kauffman / Safety Thoughts — July 2006

August '06

- Benton Holzwarth / The RV-1
- Randall Henderson / Builder Motivation
- Mike McGee / Luau at the 2006 Arlington Flyin
- Randall Henderson / Flight of Discovery comes to Seaside

September '06

- Benton Holzwarth / Bringing Home the Hardware
- Benton Holzwarth / Chapter Hangar Grand Opening and First Look at the Restored Bogardus Little Gee Bee
- Jim Hoak / 2005 Aviation Nation
- Eric Newton / TnT: More Control Locks

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

1947 Stinson 108-1 rebuild project — Wings done thru pink, tanks rebuilt, 450+ SMOH on Franklin 150 (parts available), new Cleveland wheels & brakes, new Xponder & ELT, pants — Everything to finish except color. Located near Battleground. Steve 503-687-5502 [01/07]

PK 1500 Floats—Champ Rigging--DAMAGED! \$2500
C85-12F—Prop Strike on grass--Needs Major Work--Includes Eisemann mags and



Stromberg carb \$2000 Contact me for more photos or info. Richard Jeffryes, (EAA Chapter 31) Creswell 541-895-4827 richard.jeffryes@centurytel.net [01/07]



260 hp Skybolt for Sale — \$31,000/offer 151 hrs TTSN on airframe and 944 TTNS on 0-540. Airplane has not been flown in 8 years, but nearly ready to fly. Engine and carburetor recently inspected

and reconditioned; cam, valves, and crank are excellent. Two new cylinders. Use my hanger for final reassembly or remove the wings and tail (two hours) and haul to your own hanger. Dave Clark headsets and Strong seat pack chutes, Valcom 720 com, ARC transponder w/ encoding altimeter, PS intercom, Cleveland wheels and brakes, Scott tail wheel, Christen inverted fuel and oil system, smoke tank (currently removed), new Sky Tec lightweight starter, new lightweight alternator (not installed), new Hartzell aerobatic prop. 801-575-3463 or preferably jbritt.dforbes@mac.com. See it at the Salem Airport by calling my A&P, Harold Hayes 503-931-9242. [01/07]

RV-6 For Sale — \$52k. A&P built, completed 1996. 250 TTAF, 250 SMOH engine, 1450 TT engine. Lycoming O320 - D2J 160HP. Annual inspection 7/1/06. cmpression

77/76/77/75. Tip up canopy. Dual brakes, dual controls. Lights. New Sensenich metal prop 2003. 2 radio, 2 VOR, VM1000 engine monitor package, Glide slope, transponder, DG, Artificial horizon, VSI, older GPS, and normal VFR instruments. Call Garrett Hall at 503-453-5585. Based in Hillsboro, OR [01/07]



Sunset Airpark Home — Motivated seller with gorgeous property on a 3000 ft grass strip near North Plains. Set amongst a peaceful country setting and surrounded by orchards. This property has 2100 sqft on one level with huge bedrooms, nearly a 1500 sqft hangar, covered RV parking, and updated throughout. More details at our website and see the video at: www.rotors.org/sunsethome, Call Whit at 503-998-4580 [01/07]

Subaru Engine — I have a NEW EJ25 for sale as it came out of car. Ready to convert for aircraft. Reg Clarke Lethbridge Alberta CANADA, 403-380-4781 or airryder@mac.com [01/07]

Kitfox IV — 100 hp Rotax 912S engine, Warp Drive 3 bladed prop, wing tanks, wheel pants. Flown once. Estate Sale - \$30K. Also custom built enclosed trailer to haul it - \$8000. Call Myrtle Dawson 360-687-0319 or Al Strickfaden 360-687-3119 [12/06]

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 503-543-3653

Bill Esther Engraving — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html

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



"Contact!" Chapter Officers and Staff

President, Web Master & DB Admin	Randy Lervold randy @romeolima.com	360-882-8728 h
Vice President & Meeting Coord	Randall Henderson Randall @edt.com	503-297-5045 h
Secretary & NL Editor	Benton Holzwarth benton@siletzbay.com	503-684-2008 h
Treasurer & Poker Run Coord	Jennifer Hickman jennhickman@aol.com	503-651-2230 h
Director, Facilities Mgr & Legal Counsel	Rion Bourgeois rion @att.net	503-646-8763 h
Director & Librarian	Jim Mitchell jmitchell1@msn.com	503-644-5258 h
Director & Facilities Mgr	Ralph Schildknecht ralphranger @earthlink.net	503-968-0166 h
Director & Breakfast Crew Chief	Joe Miller jwmcmm @easystreet.com	503-647-2059 h
Director & Breakfast Volun- teer Coord	Len Kauffman lakauf@Comcast.net	503-885-1920 h
Quartermaster & Tool Meister	Mike McGee jmpcrfr@teleport.com	503-701-6315 cell
Director & Youth Activities Coord	Ron Singh rsingh75@comcast.net	503-646-2144
Director & Bogardus Trust Liaison	Dick VanGrunsvan engineering2 @vansaircraft.com	503-678-6545 x327
Director & Ad Hoc Projects	Tom Louris MajorTom@quixnet.net	503-598-4676 h

EAA Flight Advisors

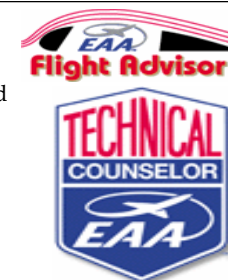
Dave Lewis, Sr. 503-690-8237 EAA Ch. 105, multiple RV builder, HIO-Ptld
Randy Lervold 360-882-8728, randy @romeolima.com, Ch. 105, RV-8 & -3B bldr, Vancouver-Ptld
Mike Seager 503-429-5103 (hm) 503-429-1562 (hangar) rv6cfi@hotmail.com

EAA Tech Counselors

Dan Benua 503-702-5387, danbenua@yahoo.com, Ch. 105, RV-6A & RV-10 bldr, HIO-Ptld
Joe Blank 503-829-6333, jeblank@Molalla.net, RV-6 + Taylorcraft Bldr, Molalla-Ptld
Jerry Darrah 503-254-9992, Ch. 902, A&P, Glastar bldr, Ptld-Troutdale
Randall Henderson 503-297-5045, randall @edt.com, EAA Ch. 105, RV-6 bldr, HIO-Ptld
Ralph Hudson 503-630-3713, rah @meic.com, Ch. 105, Glasair + Strojnik bldr, composite exp, west-Ptld+Estacada
Randy Lervold 360-882-8728, randy @romeolima.com, Ch. 105, RV-8 & RV-3B bldr, Vancouver-Ptld
Dave Lewis, Sr. 503-888-0989, Ch. 105, multiple RV bldr, HIO-Ptld
Brian Moentenich 503-666-7518, Brian.L.Moentenich@usace.army.mil, Ch. 902, RV-6A bldr, Ptld-TTD
Mike Robertson 503-615-3237, Mrobert569@hotmail.com, FAA AI, RV-8A bldr, HIO-Ptld
Don Wentz 503-543-3653, janetwentz@centurytel.net, Ch. 105, RV-6 bldr, Scappoose-Ptld

Flight Instructors

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



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

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

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

For renewals, indicate **changed** information only

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

Name: _____

Address: _____

Renewing multiple years:

_____ yrs, _____ \$total

Nat'l EAA #: _____

City/St/Zip: _____

Own / Fly: _____

Home Ph: _____

Current Project: _____

Work Ph: _____

Completed Projects: _____

Cell Ph: _____

Comments: _____

E-Mail: _____

Spouse's Name: _____



An early Chapter 105 logo, sticker in the window of a '67 Toronado in Robert Peebler's garage.

Next General Meeting

VAF-Home Wing / Chapter 105

- Randy Lervold's RV-3 and "Painting your own aircraft"
- 5228 NW 14th Circle, Camas, WA
- Thursday, Oct 12th @ 7:00 PM
- Map: Pg 8

Next Board of Directors Meeting

- Thursday, Oct 19th @ 7:00 PM
- Twin Oaks Chapter Project Hangar (G-1)
(but check w/ board member before meeting)

EAA Chapter 105 / Volume 46 Number 10 / October 2006

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

First Class Mail

To:

