

November 2006

EAA 105

PORTLAND  OREGON



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Next Meetings

- **Nov 9th** 7:00 PM—Chapter Breakfast Hangar—Cottage Industries + Annual Pie Auction
- **Nov 16th** 7:00 PM — Board Meeting at TBD—contact a board member near the date...



Newsletter Deadline

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

On the Cover

Jack Lenhardt lands his 1911 Bleriot replica at MMV for delivery to the Evergreen Aviation Museum. Katherine Huit of the Evergreen staff was on hand to catch these photos of the arrival.



Breakfast KP Duty

Saturday, November 4th, 2006

7:00 AM	9:00 AM
Jeff Goetz	Jim Furlong
Mike Seager	Denise Furlong
Aaron Frechette	Dick Guarnero
Ken Howe	Ray Haas
Jeff Jasinsky	John Jessen
Paul Johnson	Steve Johansen
Stephen Kautz	Ted Johns
Melanie DeVries	Jenna Smith
Jasmine O'Neal	Jeff Knapp
Tralee Knapp	Shasta Sevcik

Saturday, December 2nd, 2006

7:00 AM	9:00 AM
Bill Fulgham	Jerry Jerome
Ed Hayden	Steve Johnson
Randall Henderson	Mark Loewen
Dennis Jackson	Glenn Longley
Charles Kaluza	Tom Louris
Bill Kenny	Dave Lowry
Martin Koxxy	Jim Maddox
Peter Lang	Steven Mahoney
Harmon Lange	Rick Mandrell
Randy Lervold	Ed Mason

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

Hangar Equipment Donations

More donations for the new hangar have come in.:

- **Ralph Schildknecht** — Radial Arm Saw (Ralph brought the saw some time back but I missed acknowledging the gift at the last round-up.)
- **Steve Mahoney** — Grinder w/ floor stand

Thank you guys, the equipment is much appreciated and will be put to good use!

From: Tony Partain
To: rion@...
Sent: October 30, 2006
Subject: Little Gee Bee

Rion

The little Gee Bee is on its way to the Smithsonian!

Lars has been contacted and the driver is expected to deliver either Friday or Monday depending on the other two deliveries on the truck. Spending the day with Van was a great history lesson. When he called me to haul it I didn't realize the significance of this project. EAA 105 membership should be proud!

Tony Partain
Partain Transport Company
2512 NW Ordway Ave
Bend OR 97701

Bylaws Update and Chapter Elections

Randy Lervold, Pres.

One of the items on the board's agenda this year was to update the chapter bylaws. Boring stuff I know, but our bylaws were out of date in terms of current Oregon non-profit law and also needed some updating on several chapter procedures. Thanks very much to chapter counsel Rion Bourgeois for donating his time to research and draft a new set of bylaws. Your board unanimously approved these new bylaws at the October board meeting and Rion has filed them with the appropriate state agencies. If you are interested in reviewing them the new bylaws are posted on our web site here — www.eaa105.org/Info/BYLAWS-Oct06.doc

The new bylaws specify that there will be from four to fifteen directors of which four are the traditional officers (pres, vp, sec., treas.). They also feature a slightly altered election procedure whereby both officers and board members are elected by the membership by the following procedure...

- At the October board meeting the current board nominates a slate of up to 12 board members, including the officers, to be voted upon at the November general meeting.
- Any members interested in running for any of these positions may either make their interest known before the October nomination meeting OR be nominated at the election meeting so long as the nominee accepts the position (you can't be drafted and elected without your permission).
- Officers and board members are elected by the majority present at the November meeting (November 9th this year) and begin their term at the first of the year.

Consistent with the new procedure the board has put forth the following slate of officers and directors...

President: Randy Lervold
Vice President: Joe Blank
Secretary: Benton Holzwarth
Treasurer: Jenny Hickman
Director: Mike McGee (+ ToolMeister)

Director: Ron Singh (+ Youth Activities Coordinator)
Director: Joe Miller (+ Breakfast Crew Chief)
Director: Jim Mitchell (+ Chapter Librarian)
Director: Ralph Schildknecht (+ Facilities Management)
Director: Len Kauffman
(+ Breakfast Volunteer Coordinator)
Director: Dick VanGrunsven
(+ Bogardus Trust Liaison)
Director: Tom Louris (ad hoc projects)

Note that this process deliberately leaves three board positions open so as to encourage new people to get involved in chapter management. We ALWAYS need and welcome new people to get involved. We have a large and vital chapter and frankly it takes a fair amount of work to keep it running as it does. Yes, it's work, but being involved in helping run the chapter can be both interesting and rewarding and we always need fresh ideas and energy. If you have any interest please consider getting involved. How? Just have someone nominate you at the meeting for one of the existing positions or one of the three vacant board spots. Let me know and I'd be happy to nominate you myself.

See you at the November meeting!

Randy Lervold
Chapter 105 President, Membership Admin, Webmaster



Name that Plane!



Jim Hoak snapped this photo of a aircraft landing gear at Eugene's NW Fly-Fest in September. Can you name the aircraft type? Answer is on page 9.

Free to a Good Home Our Chapter Penguins — Kid Tested and Mother Approved!

The time has come to let the two penguins fly away. With the changes in the chapter's hangars, we can't store them in the breakfast hangar, and they're not getting any use (nor is there space) in the new project hangars.

They've been checked over and are ready for action. They'll be available, to club members first, on a first-come-first-served basis at the November breakfast. Ideally to someone with kids or grandkids that will put each to good use.

Also, coming soon to the chapter website, Martin Koxxy's drawings and owner's manual info — for free download!

Young Eagle Day — 2 Sept 06

photos Benton Holzwarth

Top row — Jim Hoak gives the kids and parents a run down on the procedures before leading the kids over to his '172 for a few minutes of Aero-101. With four seats he also offers the parents a chance to experience a ride, but these weren't biting.

Middle Row — Dave Salesky includes a *Primal Scream* in his preflight. His YE didn't quite look like she knew what to make of it, but she stayed put for the ride.

Bottom Row — The new hangar provides morning shade. It wasn't hot yet, but it did provide some respite from the glaring bright sun of the day.

Ron Poe holds for moment while a parent records a Young Eagle memory.

This Young Eagle looked a little apprehensive a moment before but once the headphones were squared away, he was ready for anything!



October meeting:

Randy Lervold's Paint Clinic

Dunstan Fandel

There were about 40 people in attendance at the October meeting at Randy Lervold's home in Camas, WA. Our usual meeting coordinator, Randall Henderson, was not in attendance, so Randy L. had the honors of leading the meeting and being the guest speaker. By the end of the evening, Randy was all talked out... With no milestones reported, Randy quickly dispensed with the usual business and plunged right into the nuts and bolts of the evening's topic.

Painting your own Aircraft at Home, or "how to save thousands if you don't mind a bug or two in your paint"...

Randy began his presentation by asking the question, "Why paint your own plane"? Several reasons were given; the most important being skill development, cost savings, and the ability to be independent of others for repairs and touchups.

With the cost of a professional paint job ranging from \$4000 to as much as \$10K, Randy described how we could do it ourselves for as little as \$1500 in materials, plus \$1000 for tools. If the cost of tools is shared between more than one person, the savings are even greater.

Equipment: Randy spent a few minutes describing the essential equipment needed for painting. Of greatest importance is your compressor. Randy has a 7hp 60 gal Home Depot Oil Lubricated compressor that delivers 10CFM at 90 psi. Per Randy, this big compressor works hard during a painting session, running nearly 50% of the time. Using anything smaller runs the risk of not enough air pressure delivered at the spray tip, or overheating due to running too hard.

The other factor to consider is oil lube versus oil-less compressors. While an oil lubed compressor is quieter and will last longer, you must use a good air filtration system to remove any trace particles of oil in the air. In addition, Randy uses a dedicated air hose for painting, to prevent any other contamination.

The second most important tool is your spray gun. Randy uses a \$400 DeVilbiss professional HVLP conversion spray gun for the color coating, and a \$50 Harbor Freight special for spraying primers. You-get-what-you-pay-for was the theme here, with the professional spray gun able to deliver the more consistent spray pattern and volume required for color coating.

Cleaning is paramount; however, as even the most expensive gun will be reduced to a paperweight without a complete, meticulous cleaning after every usage. Randy uses lacquer thinner to completely clean his equipment after each use.



Safety: Randy stressed the importance of personal protection during painting. If the paint has a "...thane" in its name, it's toxic, he said. A simple carbon filter face-mask isn't good enough; we must use a fresh air respirator that provides pressurized air to our mask to prevent inhaling any paint mist. In addition, we must also protect our hands and eyes to prevent toxins being absorbed through the eyes and the fingers. High quality latex gloves and goggles work well.

The Paint Booth: While we would all like to add a \$100,000 paint booth to our garage or hangar, Randy assured us that we would be able to obtain satisfactory results by using the modest facilities we already have. The most important factor, according to Randy, is air movement, and light.

Air movement is critical for providing a good paint job. If the air in the paint room is not kept moving, it will fill up with paint mist. This mist obscures our vision, during painting, and eventually settles out of the air, directly upon our freshly painted surfaces. There must be adequate airflow through the paint room to keep the air fresh and clear. While the ideal situation would be to have airflow from front to back, passing straight through the paint room, Randy's paint room has a window to the side to provide incoming air flow.

Filtration: Randy does not use filtration systems for incoming or outgoing air, in an attempt to keep expenses down and maintain a higher airflow rate. To prevent contamination, Randy does not paint at night, when the



lights of his paint room might attract bugs. Randy admitted that his open air paint system has let a few grit particles and at least one unfortunate bug get stuck in his paint, but he prefers maximizing airflow to restrictive filters.

Air movement; to provide a steady flow of air thru the paint room, Randy built a bank of 3 fans that mounts under the roll up door of his garage. The most cost effective solution he found was a Lasco box fan Model #3750, available in season at Home Depot for around \$15. Each of these fans moves about 3700 CFM of air. Three fans in a row provide adequate airflow thru his ~ 12' x 20' paint room.

Lighting: Randy stressed the importance of good lighting. While direct overhead lights are important, you must have a hand held light that will allow you to see the paint as it is being applied, in order to ensure even coverage and seamless spray patterns.

Jigs and fixtures: Randy stressed the importance of proper parts holding for painting. Each part should be held firmly and at an angle of about 45 degrees, for optimal painting. We should have a painting strategy in mind for every part before any paint is mixed. We should know how we are going to hold, rotate, and hang every part in advance to ensure an error free painted surface. Simple fixtures are best for parts holding. Randy's personal rule for building fixtures is anything that can be whipped up for less than \$30 in less than 30 minutes. Scrap lumber and coat hangers go far.

Painting: After covering the technical requirements, Randy then walked us thru the three steps of the painting process: Surface prep, priming and color coating.

Surface prep: Randy preps the aluminum surfaces of his aircraft using a DA sander and a maroon 3M scotchbrite pad. Each aluminum panel to be painted is completely buffed and scoured to provide lots of surface area for paint adhesion. After buffing, the areas to be painted are completely cleaned using lint free rags and naphtha (Coleman fuel) followed by a second cleaning with PPG surface cleaner. To prevent surface corrosion, this buffing operation is done no more than 24 hours before painting.

Priming: Randy uses the PPG family of products for his aircraft. For priming, he prefers PPG's DX1791 wash primer. This primer provides self etching, as well as a chromate coating on the aluminum surfaces. Each prime coat is sanded smooth and cleaned before color coating. Primed surfaces must be color coated within 1 to 5 hours, or they must be sanded again.

Color coating: Randy's preferred method is to lay down a single continuous color coat over and around an entire surface before applying the second and third color coats. This prevents dry seam lines with uneven paint thicknesses, and color variations. Randy stressed the importance of practice, practice, practice to walk the thin line between orange peeling (not enough paint) and runs (too much).



Fiberglass prep: Randy preps and paints his fiberglass panels the same as the aluminum surfaces, with the exception of using several initial coats of Polyfiber UV Smooth Prime, which acts as a great gap and pinhole filler. Stubborn holes are filled using the “finger paint” method, whereby the primer is worked into the surface using one’s fingertips. The rather rough and messy finish neatly sands clean, leaving a smooth surface ready for regular prime and paint.

Finally, Randy stressed the importance of choosing a single product family for cleaning, priming and painting. Each company designs its products to work together, and alternating brands may cause compatibility issues.

The evening’s presentation wrapped up with a Q & A session.

Resources:

Lasko Weather-shield Box Fan With Thermostat , Model 3755, \$17.99, available online only
www.HomeDepot.com

Painting products and information:

www.autobodystore.com

www.spraygunworld.com/

Devilbiss spray guns:

www.autorefinishdevilbiss.com/index_2.php

And, of course, Randy’s own construction site:

www.rv-3.com



More Scott Risan Photos from the RV Homecoming...



Meeting Coordinator:
Randall Henderson

503-297-5045
randall @edt.com



**Program: A Cottage Industry Showcase
and our Annual Pie Auction**

**Location: Twin Oaks Airpark,
12405 SW River Rd, Hillsboro**

Date: 7:00 PM, Nov 9th, 2006

November is the month that we traditionally hold our Pie Auction and chapter elections. This year we'll be combining that with a showcase of chapter members who have made businesses out of making/selling parts for homebuilt aircraft.

We've all been to Vans; this is about those 'other' members who have more or less coattailed on the larger homebuilt phenomenon. At this point we have five people signed up to show what they've done, talk about their specific business and answer any questions.

Members who've signed up so far:

- Don Wentz, Duckworks Landing Light Systems, www.duckworksaviation.com
- Brent Anderson, Brentz Enterprises tailwheel springs brentz.enterprises@comcast.net
- Harmon Lange, Langair Machining (Landing Gears for Vans and other homebuilts), www.langair.com
- Rob Hickman, Advanced Flight Systems (engine monitors, EFIS and AOA) www.advanced-flight-systems.com

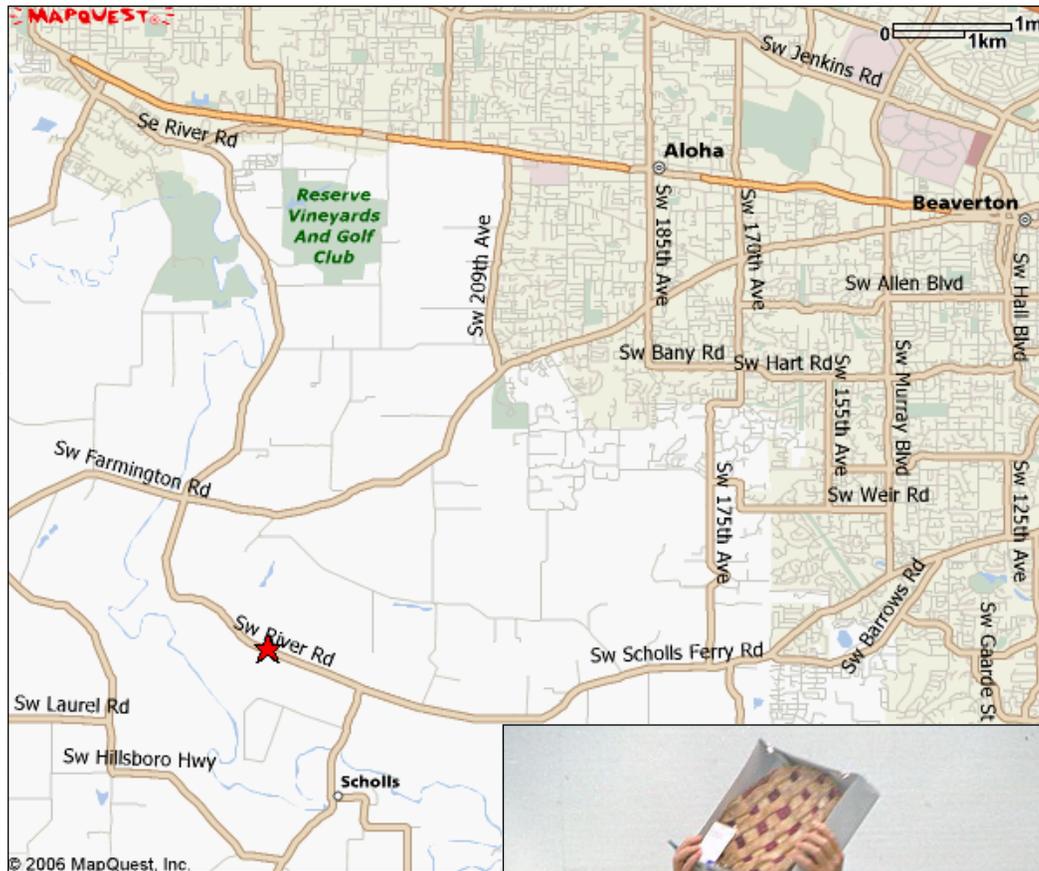
Others are welcome to bring a presentation and set it up

on a table. The only requirements are that you own/operate a business that's targeted to homebuilt aircraft, and are a member of Chapter 105. Note that there will not be individual presentations to the whole group; rather it will be set up "trade show" style, and let members browse among the presentations. The main point is not to sell product (but that's perfectly fine too.)

And if that isn't enough, Rion Bourgeois will be calling the pie auction, so be sure to bring your pies (and your wallet!) The pie auction is always a load of fun — bring your pie, your wallet or better, both!

Driving directions: From Washington Square, go west on Scholls Ferry Rd. When Scholls Ferry dives left at the flashing yellow light, go straight onto River Rd, and go about another mile. It's on the left. If you see to the alpaca ranch, you've gone just a little too far. From Hillsboro, go south on River Rd. It's on the right, just past the alpacas.

Meeting ideas and sites are always needed. Interested in hosting a meeting? Contact the Meeting Coordinator.



Future Meetings

- Dec 15th: Annual Holiday party at the Hickman's — Dietz Airpark, Canby
- Jan 11th: An RV-7 Project?
- Feb 8th: TBD

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.

Cylinder Cooling Wraps in Fibreglass and Silicone RTV

Phil Chapman via the Midget Mustang yahoo-groups list

Buy medium weight fibreglass cloth in the material weave version not chopped mat. Buy tubes of black silicon RTV from your local car shop.

Find a clean smooth surface about a foot by a foot, (my kitchen work surface was ideal while my wife was out) and lay a sheet of 'Clingfilm' or any kitchen food wrap down. Using duct tape or similar, tape down the edges of the cling film so that it is secure on the surface.

Put on rubber gloves. Using an old credit card or similar, next spread a film of RTV over the cling film, reasonably thick. Lay the first sheet of fibreglass cloth on the RTV, add more RTV and spread another layer, work in until the fibreglass is filled with black RTV. Add a second layer of fibreglass and repeat then a third layer of fibreglass. Finish with a generous spread of RTV then cover with a fresh sheet of cling film.

If your engine is available then peel the whole plot off the table and wrap it around a cylinder complete with cling film and duct tape in place. If not then wrap it around a similar sized can. Allow to cure for 24 hours then take off cylinder and remove cling film.

You should now have a sheet of rubber fibreglass that has a nice curve to match your cylinder. Repeat another few times until you have enough to do all four cylinders and barrels.

Fitting:

Ensure cylinder head and barrels are clean, rust and

grease free.

The baffles are fitted by spreading RTV on the inside then combing with a toothed glue spreader at 90 degrees to the cylinder fins. This leaves a nice thin even layer of RTV. Add extra RTV at the corners of the fins you are attaching to then wrap in place and use duct tape to hold tight while it all dries. Using a scalpel you can then trim the finished cylinder to shape and remove any excess.

On the barrel part of a cylinder you should wrap from top to bottom starting at 80 degrees from top and leaving an exit gap of 1 1/4 inches at the bottom before coming back up to the 80 degree position on the other side.

On the cylinder heads wrap from 85 degrees from top, leave a 2 1/4 inch gap at the bottom then back up to 85 degree position. Between cylinders use standard Lycoming metal baffle. Gap dimensions are for 0-325 or 0-320 engines, similar or slightly smaller for 0-200.

End result is very smart and very strong and gives very efficient cooling, exit holes can be trimmed larger if any one cylinder runs hot.

No more worn baffles and chafed cylinders. Used in conjunction with a good plenum chamber I have been able to reduce my cowling air intakes to 50% of original size and I have perfectly even cylinder head temperatures when measured with a switchable Westach gauge.

Name that plane! Jim Hoak snapped this photo of a Beech E-17 'Staggerwing'. It mounts a Jacobs engine. Were you able to recognize it from it's landing gear?



...and yet more Scott Risan Photos from the RV Homecoming Event



AD Watch

Mike Robertson

[While experimental aircraft aren't obliged to comply with ADs, they're generally written due to some legitimate safety concern. —Ed.]

2006-18-15

HARTZELL PROPELLER INC.

Amendment: 39-14754

Docket No. FAA-2006-25244; Directorate Identifier 2006-NE-25-AD

PREAMBLE

Effective Date

(a) This airworthiness directive (AD) becomes effective September 25, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hartzell Propeller Inc. ()HC-()2Y ()-() series propellers with non-suffix serial number (SN) propeller hubs installed on Lycoming O-, IO-, LO-, and AEIO-360 series reciprocating engines.

< long list of airframes deleted.>

(d) The parentheses appearing in the propeller model number indicates the presence or absence of an additional letter(s) that varies the basic propeller model. This AD still applies regardless of whether these letters are present or absent in the propeller model designation.

Propellers Not Affected by This AD

(e) Hartzell Propeller Inc. ()HC-()2Y()-() series propellers installed on the following aircraft are not affected by this AD, but are affected by AD 2001-23-08 which addresses the same unsafe condition:

(1) Aerobatic aircraft (including certificated aerobatic aircraft, military trainers, or any aircraft routinely exposed to aerobatic usage).

(2) Agricultural aircraft.

(3) Piper PA-32() series aircraft with Lycoming 540 series reciprocating engines rated at 300 HP or higher.

(4) Britten Norman BN-2() series aircraft with Lycoming 540 series reciprocating engines.

Unsafe Condition

(f) This AD results from a report of a propeller blade separating from a propeller hub. We are issuing this AD to prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control. We are issuing this AD to prevent failure of the propeller hub causing blade separation and subsequent loss of airplane control.

Compliance

(g) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Initial Propeller Hub Eddy Current Inspection (ECI)

(h) Within 50 operating hours time-in-service (TIS) after the effective date of this AD, perform an initial ECI of the front cylinder half of the propeller hub for cracks.

(i) Use paragraphs 3.A. through 3.A.(4)(g) of the Accomplishment Instructions of Hartzell Propeller Inc. Service Bulletin (SB) HC-SB-61-269, dated April 18, 2005, to perform the ECI inspection.

(j) If any cracks are found, remove the propeller hub from service before further flight.

(k) If no cracks are found, mark the propeller using paragraph 3.A.(6)(a) of the Accomplishment Instructions of Hartzell Propeller Inc. Service Bulletin (SB) HC-SB-61-269, dated April 18, 2005, to indicate compliance with Hartzell Propeller Inc. SB HC-SB-61-269, dated April 18, 2005.

Repetitive Propeller Hub ECIs

(l) Within every 100 operating hours TIS after the last propeller hub ECI inspection, or at every annual inspection, whichever occurs first, perform repetitive ECIs of the front cylinder half of the propeller hub for cracks.

(m) If any cracks are found, remove the propeller hub from service before further flight.

Optional Terminating Action

(n) As optional terminating action to the repetitive ECIs required by this

AD

(1) Replace the non-suffix SN propeller hub with a propeller hub identified by an "A" or "B" suffix letter in the propeller hub SN; except

(2) Do not install a suffix "A" propeller hub that was previously installed on an aircraft affected by the original issue or later revision of Hartzell Propeller Inc. SB HC-SB-61-227.

(3) Replacement propeller hub part numbers can be found in paragraph 2.A., Material Information, of Hartzell Propeller Inc. SB HC-SB-61-269, dated April 18, 2005.

Alternative Methods of Compliance

(o) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(p) Hartzell Propeller Inc. SB HC-SB-61-227, Revision 2, dated April 18, 2005, and AD 2001-23-08 pertain to the subject of this AD.

Material Incorporated by Reference

(q) You must use Hartzell Propeller Inc. Service Bulletin HC-SB-61-269, dated April 18, 2005, to perform the ECI inspections required by this AD.

Board Meeting Highlights

Your Chapter 105 Board

The meeting was called to order at few minutes past 7:00 PM on Thursday, 19 Oct 2006.

Attending tonight Len Kauffman, Jim Mitchell, Randall Henderson, Ron Singh, Randy Lervold, Tom Louris, Rion Bourgeois, Jenny Hickman, Norm Durrell, Ken Rentmeister, Ralph Schildkencht, Martin Koxxy and Woody Hall.

Old business:

- The minutes of the September meeting were accepted as circulated and published in the October newsletter.
- Bogardus info panel (Norm Durell): Norm would like to add another information panel to go with the large Bogardus montage poster already hanging in the G-1 hangar. It would be half the size, and hung on the facing wall, at eye level. It would include a text history of George Bogardus and how the Little Gee Bee came to be. He'd also like to make the mounting of the current poster more solid, putting it on a metal backing rather than depending on the foam core so it doesn't sag over time. Norm donated the cost of the photo poster, about \$600 and is offering to go in for \$100 on the next piece and will accept reimbursement for anything beyond that. (The second should be cheaper at half the size and lower complexity.) The members present were generally surprised at the news of Norm's donation and were very appreciative. We quickly agreed to his plan to add a second panel, to be partially reimbursed by the chapter.
- More on Decor (Norm): Norm's also given some thought to the earlier plans to deck out the hangar in "ole' time aerodrome." Upon reflection, he less enthralled with the idea of antique. We're a club of modern folks flying modern airplanes; the 'retro' look just doesn't seem to fit. The members present gave general agreement to his plan. Norm will continue with other decorating when family matters allow.
- Seeing the wooden ribs available for 'atmosphere' Norm related a bit of info about Bob Peebler and the Peebler-Story airplane project. Bob was one of the charter members of chap 105 40+ years ago and the spark behind organizing project visits years ago. The chapter

would round up a school bus and travel all over the region to see projects. Bob was a WW-II vet, on Okinawa when it was hot.

Ken Rentmeister also has pictures, shown at the meeting, from Charlie Bernard of Bernard's Beaverton Airport in its heyday. They can also be included in decor.

- Norm also showed a copy (via Dean Siegler) of GeorgeB's American Airman Assoc booklet, that includes a bit on Norm's favorite project, the Half Nelson.
 - Bogardus article for Oregonian (Randall): Jerry Boone worked on then handed off an article on George Bogardus and the Little Gee Bee and its restoration and acceptance to the NASM Udvar-Hazy center to someone (not sure who) for publication in Oregonian. Randall will follow up. The LGB will head east on the next Van's shipment with space heading that way.
 - Hangar Tenants (Rion): 2/4 of G-3 is occupied by Van for Bill Benedict's RV until it's restored or sold. Randy would occupy G-1 when he's ready for final assembly of his new RV-3B.
 - For tools we now have a radial arm saw, drill press, band saw, four (chap 1000 style) tables were built, a grinder coming from Steve Mahoney plus one purchased. Also a shop vac, fridge, water stand, coffee maker and golf cart.
 - Breakfast report: We're adjusting to 10 volunteers per shift. The experiment with link sausage and patties last month was a success. Both were popular, but we think patties are prefeable for logistic reasons. Pre-cooked omlets were also tried but were no faster to heat than make-our-own eggs. The line moved faster this time. JoeM suggested getting the gas grill serviced; one burner seems to heat slower than the others. A restaurant service will be contacted to come look at it.
- Melanie DeVries, one of the PCC Av students who helped out in the past also contacted Len. She'll be back next month and says she'll bring a couple of her Women In Aviation friends to help.
- Nov Meeting (Randall): We'll be in the breakfast hangar for this meeting. The topic will be a 'Cottage Industry Showcase' featuring members of the chapter that run businesses supplying av-related components and ser-

vices. The second part of the meeting will be the election of officers; and the third part, the traditional Pie Auction.

Dec Meeting will be Fri, Dec 15, for the annual holiday party at the Hickman's. For Jan, Randall is lining up a meet at an RV-7 project. Feb is coming together.

Len put in that Randall should schedule Heil (his survival instructor friend) several months ahead. Shooting for Feb would be good. Repeating a visit to Steve Householder's hangar would be another possible visit. Gerry Dunlap, Hank Bullock, or maybe...a Bearhawk.

- Recap of the Oct meeting: Last month's meeting seemed to go well, good info, everyone seemed interested and Donna sets a great table of victuals.
- Bylaws update: Rion has updated our chapter bylaws. The old ones had been modified a couple times and additionally no longer conformed to the changed state corporation laws. A couple questions were answered and the changes to a some areas, like voting rules adjustments were explained. The new process is somewhat more cumbersome, but more consistent and offers opportunities for 'fresh blood'. Under the new rules, the board can authorize and delegate an 'executive committee', a subset of the board members, to carry out some task. Board members also now are protected by corporate imdemnification. Board meetings can now be carried out by email, conference calls, etc. With no further discussion, a vote was taken and the new bylaws were accepted unanimously by the board members present. The new bylaws will be posted on the chapter website.
- Elections: Randy will send out email to the members explaining the details of the new process. He'll include a proposed slate of officers and directors selected by the board. Members are encouraged to nominate additional persons for the chapter officer positions (pres, vp, sec'y and treas) and as directors. The president (RandyL), sec'y (BentonH) and treas (JennyH) from the current year are willing to continue for another year and will be put forward on the Board's slate. Our VP, RandallH, regrets that he won't be able to continue though he is willing to continue as our meeting coordinator.

The board selected a list of 11 members to contest the board slots, with the VP slot (officers are automatically board members) open. [Following the meeting Joe

Blank agreed to run as VP, filling that officer and director slot for the election.]

The boards proposed slate of officers and directors is:

- President: Randy Lervold
- Vice President: Joe Blank
- Secretary: Benton Holzwarth
- Treasurer: Jenny Hickman
- Director: Mike McGee (+ ToolMeister)
- Director: Ron Singh (+ Youth Activities Coordinator)
- Director: Joe Miller (+ Breakfast Crew Chief)
- Director: Jim Mitchell (+ Chapter Librarian)
- Director: Ralph Schildknecht (+ Facilities Mgmt)
- Director: Len Kauffman (+ Breakfast Volunteer Coord)
- Director: Dick VanGrunsven (+ Bogardus Trust Liaison)
- Director: Tom Louris (+ ad hoc projects)

Open floor:

- Bob Stark has a potential customer for two carbs. The price would be around \$300 total. The cores fit a somewhat obscure Continental. He'll also try to get one of the refurbished cranks checked to see if they're servicable.
- Chapter Project: Rion suggested a new chapter project; with the completion of the LGB, it sounds fun. There were discussions of obtaining and retaining critical mass on a construction/restoration. JimM remarked the G-1 hangar would be a great place for a youth group to work on a project. There was some discussion of what other chapters have been successful at. How to finance was discussed, again with what other chapters have done. A couple models were mentioned as being suitable: the Sonex, an RV-Sport when they're available, as well as a couple partially completed projects now available. No decisions were taken, we can discuss it more at the Jan planning meeting.

Nat'l doesn't like chapters to own and fly completed aircraft, so any project would probably be owned by the members participating and/or be sold at completion.

- Flea Market: JimM suggested everyone has parts and pieces collecting. We should schedule a flea market, in conjunction with a b'fast. Discussion was whether it should be a regular part of breakfasts and/or should we restrict it to summer months? All agreed it was a good idea, Randy suggested holding further discussion until

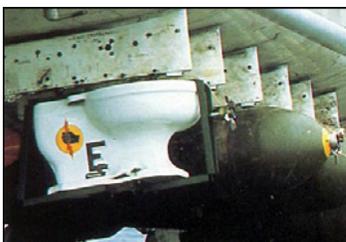
the January planning meeting.

- Penguins (Martin Koxxy): We used to have 'simulators' about 15 years ago. Five years ago, the chapter thought to restore and rebuild them. Martin stepped up to redesign them. The prototype went to the Tillamook Air Museum. Martin built two more for the chapter. Over the years they've fallen into disrepair, but can be rebuilt. Space is now an issue for the chapter. Martin would not object to giving away or dumping. Woody asked whether Evergreen Air Museum would take 'em? (Rion has asked, they're not interested.)

Martin will organize a small workparty to look into some light refurbishment (Sat, Oct 28 @ 10:00 AM.) We'll try to give away the the existing Penguins at the next chapter breakfast, and consider other options, like Craig's list, if there's no takers there.

A couple options for the plans Martin drew up were considered. The decision is to put the drawings on the chapter website for free download. NLE will put ad in NL w/ photo.

- Finance (Jenny): P&L statement -- ~\$11k in checking. T.Rowe Price: \$6300. We're liquidating the T.Rowe Price fund.
- Poker Run Safety: Len talked to the pilot of the '210 that had been reported as not shutting down his engine while the kids bounded out to collect their cards. He was surprised anyone mentioned it, but agreed he'd shut down before debarking passengers in future chapter events. The broader discussion was around whether we need to provide a list of safety 'rules' for events was discussed. We're already planning to include a set of guidelines for each stop for the poker run, with the stops parking, etc, preferences.
- Annual Planning Meeting: The meeting was set for the third sat in Jan for annual planning meeting, at Randy's.



USS Midway VA-25's Toilet Bomb

Chet Nagle

In October 1965, CDR Clarence J. Stoddard, Executive Officer of VA-25 "Fist of the Fleet", flying an A-1H Skyraider, NE/572 "Paper Tiger II" from Carrier Air Wing Two aboard USS Midway carried a special bomb to the North Vietnamese in commemoration of the 6-millionth pound of ordnance dropped. This bomb was unique because of the type... it was a toilet!

The following is an account of this event, courtesy of Clint Johnson, Captain, USNR Ret. Captain Johnson was one of the two VA-25 A-1 Skyraider pilots credited with shooting down a MiG-17 on June 20, 1965.

"I was a pilot in VA-25 on the 1965 Vietnam cruise. 572 was flown by CDR C. W. "Bill" Stoddard. His wingman in 577 (which was my assigned airplane) was LCDR Robin Bacon, who had a wing station mounted movie camera (the only one remaining in the fleet from WWII).

The flight was a Dixie Station strike (South Vietnam) going to the Delta. When they arrived in the target area and CDR Stoddard was reading the ordnance list to the FAC, he ended with "and one code name Sani-flush". The FAC couldn't believe it and joined up to see it. It was dropped in a dive with LCDR Bacon flying tight wing position to film the drop. When it came off, it turned hole to the wind and almost struck his airplane.

It made a great ready room movie. The FAC said that it whistled all the way down.

The toilet was a damaged toilet, which was going to be thrown overboard. One of our plane captains rescued it and the ordnance crew made a rack, tailfins and nose fuse for it. Our checkers maintained a position to block the view of the air boss and the Captain while the aircraft was taxiing forward. Just as it was being shot off we got a 1MC message from the bridge, "What the hell was on 572's right wing?"

There were a lot of jokes with air intelligence about germ warfare. I wish that we had saved the movie film." [One more photo on back cover. —Ed.]

Editor's Notes

Benton Holzwarth



Once again I'll sing my appreciation to the folks that make pasting up this NL easier — thanks Dunstan for a superb job covering the meeting at Randy's Paint Clinic and a big thanks to Scott Risan, via Len Kauffman, for the photos of this year's RV Homecoming. Makes putting the newsletter together ever so much easier.

Looking at Scott's pictures reminded me of just what a tremendous flying season we've had this year. So many flyable days. "The sky is blue and the air is full of vitamins." Even the trick-or-treaters caught a break this year and had a cold but dry evening.

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.

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

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

October '06

- Randy Lervold / Out Chapter Hangar: The Whole Story
- Bob Flansburg / Fly Friendly @ HIO
- Benton Holzwarth / Ray Fogg's RV-8A
- Ken & Andy Howe / Poker Run From the Cockpit
- Len Kauffman / Van's RV Homecoming

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

Box Bins — Free to chapter members, black corrugated box-bins, that are approximately 4"W x 6"H X 24"L. There are about 50 available, and are great for parts, tools, and supplies. Take one or take all. Jim Hoak — Evrynowthn@aol.com [02/07]



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 - DJ 160HP. Annual inspection 7/1/06. Compression 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

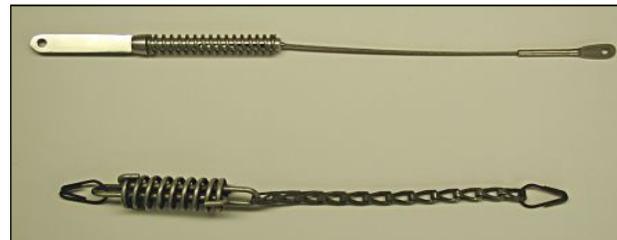
Bill Esther Engraving — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html ecaps.1@juno.com or 503-851-6375

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



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Send to: Jennifer Hickman
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Comments: _____



USS Midway VA-25's Toilet Bomb

In October 1965, CDR Clarence J. Stoddard, Executive Officer of VA-25 "Fist of the Fleet", flying an A-1H Skyraider, NE/572 "Paper Tiger II" from Carrier Air Wing Two aboard USS Midway carried a special bomb to the North Vietnamese in commemoration of the 6-millionth pound of ordnance dropped. This bomb was unique because of the type... it was a toilet!

More of the story on page 12

Next General Meeting VAF-Home Wing / Chapter 105

- Cottage Industry Showcase
- Twin Oaks Breakfast Hangar
- Map: Pg 8

Next Board of Directors Meeting

- Thursday, Nov 16th @ 7:00 PM
- Twin Oaks Chapter Project Hangar (G-1)
(but check w/ board member before meeting)

EAA Chapter 105 / Volume 46 Number 11 / November 2006



To:

First Class Mail

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