

December 2006

# EAA 105

PORTLAND OREGON



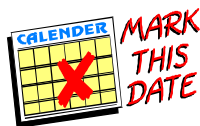


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## Next Meetings

- **Friday Dec 15<sup>th</sup>** 7:00 PM—  
Holiday party at the Hickman's  
on Dietz Airpark, Canby
- **Dec 21<sup>st</sup>** 7:00 PM — Board Meeting at TBD—  
contact a board member near the date...



## Newsletter Deadline

- **Dec 22<sup>nd</sup>**— 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

John Adams brought his RV-7 down from Kirkland for the 2005 Northwest RV Fly-In at Scappoose.

## A New Tech Counselor Joins 105's Listing

Bill Truax has added his shingle to our Chapter 105 list of available Tech Counselors. He has several RV projects behind him as well as tube 'n fabric experience.

He's located in Sequim, WA, so would be appropriate to call for projects in the north end of our area. His contact information is in the Tech Counselor / Flight Advisor / Flight Instructor listing on page 13, carried in every issue and on the chapter website — [www.eaa105.org](http://www.eaa105.org).

## Breakfast KP Duty

### Saturday, December 2<sup>nd</sup>, 2006

7:00 AM	9:00 AM
Bill Fulgham	Denny Jackson
Ed Hayden	Martin Koxxy
Randall Henderson	Harmon Lange
Jeff Jasinsky	Mark Loewen
Charlie Kaluza	Tom Louris
Steve Kautz	Jim Maddox
Bill Kenny	Steve Mahoney
Peter Lang	Rick Mandrell
Dave Lowry	Gary McGaughey
Ed Mason	Ted Millar

### Saturday, January 6<sup>th</sup>, 2007

7:00 AM	9:00 AM
Howard Means	Jerry McCorkle
Dan Miller	Dann Parks
Gary Miller	Bob Patterson
Jim Mitchell	Ron Poe
Patrick Moran	Bruce Porter
Jim Morrow	Johnny Pruett
Bob Neuner	Micheal Psiropoulos
Tom Newell	Keith Radcliff
Brent Ohlgren	Ken Rentmeester
John Pallister	Phillip Renyer

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

## Centers for Airway Science

REACH FOR THE STARS!  
2006 FUND RAISER

DINNER, DANCE, and  
AUCTION INVITATION

Please join us December 2, 2006 (RSVP by Dec 1)  
5 PM – 10:30 PM  
for a special fun event at  
Pearson Air Museum  
1115 East Fifth Street  
Vancouver, WA 98661

1st "cockpit" Silent Auction Closing 6:45 p.m.  
2nd "cockpit" Silent Auction Closing 7:00 p.m.  
Last "cockpit" Silent Auction Closing 7:15 p.m.

Dinner at 7:15, Live Auction ends by 9:00 p.m.

Enjoy a great meal!  
Begin your holiday shopping early!  
Dance with Scott Tom from KISN 910AM

For more information:  
E-mail: [casckm@comcast.net](mailto:casckm@comcast.net)  
Phone 503-292-4542 or Fax: 503-291-9260

Mailing Address:  
PO Box 4142  
Portland, OR 97208-4142

Or register at [www.airwayscience.org](http://www.airwayscience.org) on the "Funding" page. Just click the Contribution button & enter the total dollars in the Amount field then the # of tickets in the Note section.



# The Genesis of a Builder's Group

John Jessen

Photos John Jessen and John Cox

There are a number of RV-10 builders in Oregon and SW Washington, with more joining the "club" all the time. One of the builders is EAA-105 member Randy Debauw. His was the first fully completed consumer-built RV-10 to fly. Randy's progress was pictorially chronicled on Tim Olson's web site, and that is how many of us met Tim, a builder and now RV-10 flyer based in Wisconsin. One day Tim was ready to make the pilgrimage to Van's to receive transition training from Mike Seager. Several of us thought this a good excuse to get together for a dinner, to meet other, local RV-10 builders, and to cheer on Tim. Randy took the lead in finding a place to dine, and before we knew it, we had ourselves the first local RV-10 get together.

A few months after that excuse to eat, drink and tell lies, John Cox made the suggestion that we get together for real as a local builders group. That is to say, why not start a regularly held RV-10 builders and flyers get-together for all Oregon and lower Washington builders! We decided to give it a try. The first decision was that we should keep the number of meetings to two per year, spring and fall. The second was that it should be a dual purpose meeting, but more social than technical, involving not only the builders, but also those who support and encourage us, push us towards the day that the lawn could once again be mowed, the gutters fixed, the garden planted, and a flight to visit the relatives could finally be made. Our worry was that so much of our time is devoted to building, EAA chapter meetings, fly-ins here there and everywhere that one more aviation related meeting might be too much. Wrong!

Our first official meeting took place last spring in my hanger at Lenhardt's. It was a show-and-tell of sorts, but mostly a BBQ, with steaks, potatoes, salad, dessert and good beer and wine. John Cox, the instigator, was tasked with the technical side of the meeting. He presented an interesting discussion about pro-seal, its use in the professional world of aviation maintenance, things we should know about the use of it, how to apply it, its



*The second edition of the Oregon/Washington RV-10 Builder's Group moved over to the Cornelius Pass Roadhouse after reviewing Ed Hayden's progress at his HIO hangar.*

many uses besides those pesky fuel tanks, and so on.

The next meeting was held this fall. The group attending grew in size, both from an increase in the number of builders and because the timing of the event was better. For the technical side of the event, we all rendezvoused at Ed Hayden's hanger at Hillsboro. Ed and his wife, Sheila supplied a table full of hors d'oeuvres to tide us over as we poked and prodded his almost finished, and very beautiful bird. Afterwards the whole gathering moved down the road to the Cornelius Pass Roadhouse, where we had the "privilege" of warming ourselves next

to roaring fires, unable to find sufficient seating inside. The dinner actually turned out to be just fine, albeit a tad more of a picnic venue than one might want in October.

Ed is nearing completion, and his RV-10 sports many modifications. His engine is a Performance Engines (same as Vic Syracuse) [www.performanceengines.com/engines.html](http://www.performanceengines.com/engines.html) with a James cowl and plenum. An air conditioning system is installed, as well as a movie camera in the fairing at the top of the VS. At the bottom of the VS is an inlet for fresh air that is used to supply the air conditioner or simply moved to an overhead console





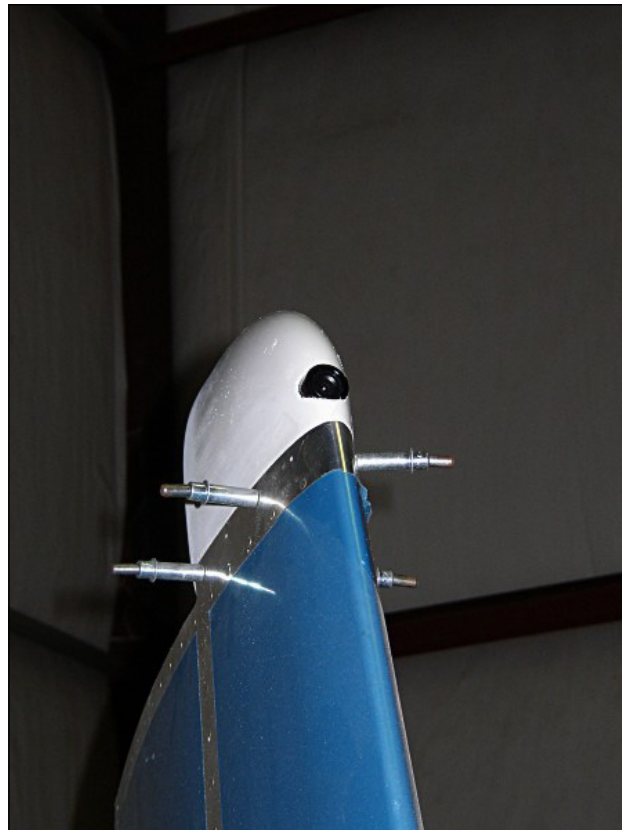
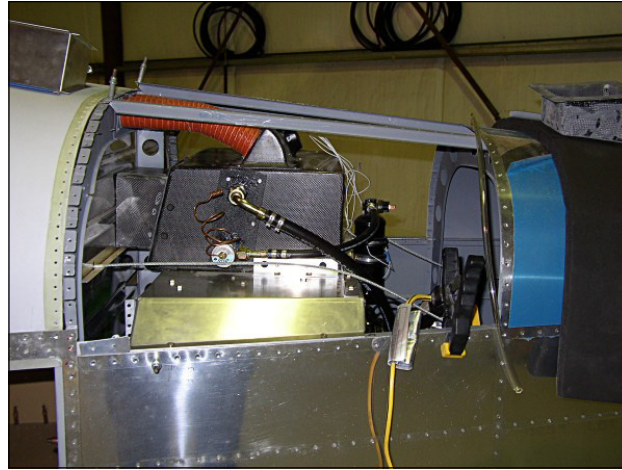
*Others in attendance were as follows - (Left side of prop) Becky & Bruce Breckenridge, Bruce Radke and wife, Paul Grimstad & wife, Tim, Randy & Cheryl Debauw; (kneeling) – Sheila and Ed Hayden. (Right Side of prop) John Cox, Dan and Sun Benua, Eric Panning & Sandy.*



that also holds a flip down DVD player for the backseat passengers. LED navigation lights are in his wing tips, with two HID landing light in the wings. Ed thinks he will be ready this time next year. Yeah, right! Just depends on how many more of those super mods he is able to resist!

All of us in attendance would like to express our thanks to Ed and Sheila Hayden for their hospitality. Our next gathering will be next spring and hopefully those in the eastern and southern part of the State, as well as others in Washington, will be able to make the trip. See you then.

John Jessen



## Oregon/Washington RV-10 Builders

Randy Averyt  
Dan Benua  
Bruce Breckenridge  
Jerry Cochran  
John Cox  
Randy DeBauw  
Mel Ellis  
Paul Grimstad  
Ed Hayden  
Rob Hickman  
John Hilger  
Tim James  
John Jessen  
Gerald McCorkle  
George McNiell  
Eric Panning  
Tony Partain  
Bruce Radke  
Norm Rainey  
Dick Van Grunsven  
Matt Velure  
Robin Wessel  
Ben Westfall

*Ed Hayden's project: A Performance Engines engine and James cowl, vents for the air conditioner, and a small video camera at the top of the vertical stabilizer.*



# November Meeting: Cottage Industry Showcase and Annual Pie Auction

The November meeting opened with Randall and the usual business -- announcements of the upcoming meeting programs and etc. Randy then took over to handle the elections business. We're delighted to add a couple new faces to the board of directors. Randall won't be continuing as VP due to time constraints, but has agreed to continue organizing the chapter meetings.



At the announcements section we met a new member who joined a couple months ago, but has only just made it to a first meeting. Then one of the regulars -- Dick <someone or other> -- got up to announce that he'd made a first flight in a new aircraft, something he called an RV-

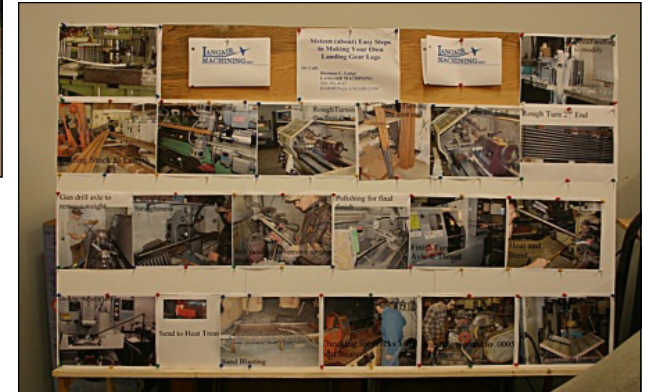


12, an LSA. Said it flew like he was hoping and expecting, but didn't offer any specific performance numbers. Said Ken Krueger had made a second flight on it later in the day so between that and his presence sans bandages, we assume he made a successful landing.

President Randy continued with the elections business. He presented the board's proposed roster including the additional nominations and opened the meeting to further applications. With none forthcoming, the ballot was closed and a show of hands overwhelming approved the proposed roster of officers and directors. Randy will continue as President with Joe Blank replacing Randall as VP. Benton and Jenny will continue as Secretary and Treasurer, respectively.

Randall then made an introduction to the evening's topic, a Cottage Industry Showcase. We in Chapter 105 are rich with entrepreneurs; folks who have carved out a business providing components or, in Dick VanGrunsvan's case, full airplane kits. Our exhibitors for the evening were Rob Hickman (dba Advanced Flight Systems), Don Wentz (dba Duckworks Aviation), Brent Anderson (dba Brentz Enterprises) and Harmon Lange (dba Langair Machining).

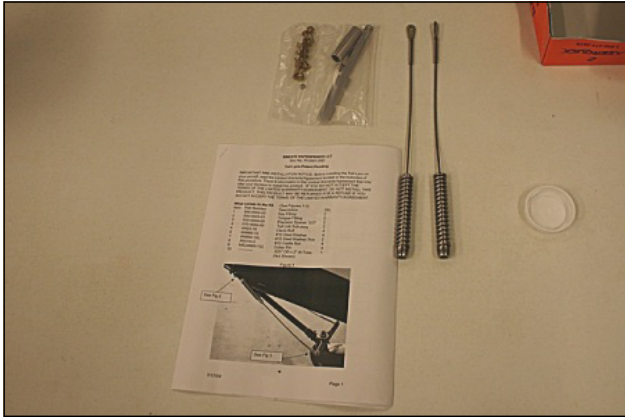
Each of the exhibitors were present to answer questions about their products. I was surprised to learn that



*Don Wentz shares information on the various landing light types and why one would be preferred over another in any particular application. Harmon Lange brought samples of his*



Harmon Lange has a couple folks working in his machine shop producing gear legs for RVs as well as a couple other makes and can straighten bent legs with his heavy machinery.



Stan VanGrunsven, while not trying to make a business with this project, brought along a mechanism for balancing wheels comprised of a shaft with cones to hold a wheel, riding on ball-bearing rollers. I understand he's ready to make it available to club members.



The second half of the program was our annual Pie Auction. Randy had earlier announced that proceeds from the auction would be applied to repaying our bill for transporting the Bogardus Little Gee Bee back east to the NASM Silver Spring facility. Bidding was spirited, to say the least and we were able to raise about \$600 towards the cause.



Above left: Laird Smith scores bonus points for his pie boxes; note the tilt forward canopy. Kelsey Hickman helped display the wares while Rion played auctioneer.



Brent Anderson displayed his streamlined tailwheel cables, Don Wentz brought several types of lights and Rob Hickman displayed his latest engine monitor systems. Stan VanGrunsven shows his wheel balancing rig.





Meeting Coordinator:  
**Randall Henderson**

503-297-5045  
randall @edt.com



**Program:** Annual EAA-105 Holiday Party

**Location:** The Hickman's House on  
Dietz Airpark, Canby

**Address:** 24172 S. Skylane Drive

**Date:** **Friday, Dec 15<sup>th</sup>, 2006**

**Phone:** 503-651-2230

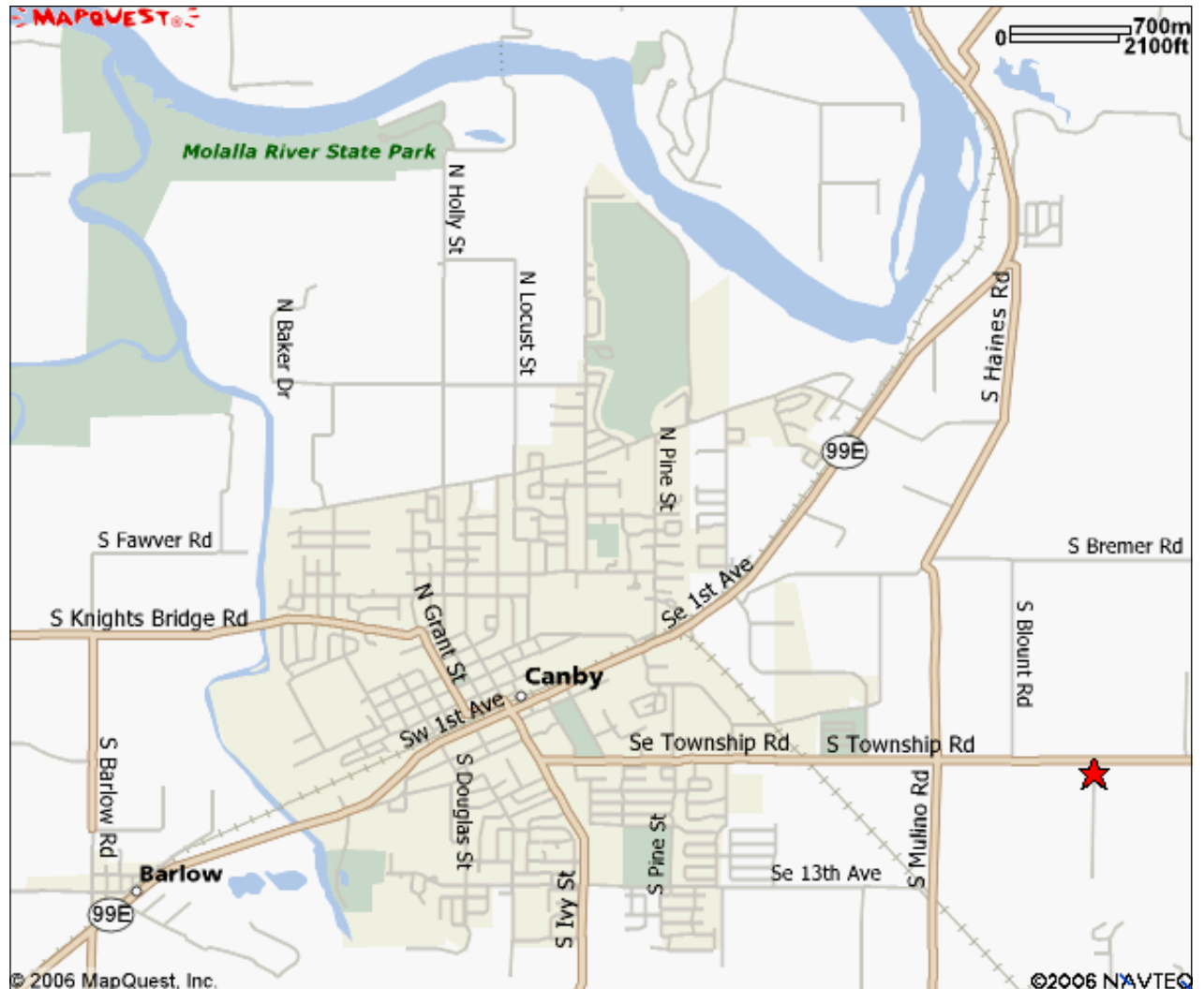
December is our annual Christmas party, and Rob and Jenny Hickman have graciously offered to host it once again, in their beautiful house on Dietz Airpark in Canby.

As in previous years, this is more of a social event than our usual, project-oriented meetings, and will include award presentations and much merrymaking. The chapter will not be providing spirits however, so be sure to bring a bottle if you so desire.

And if you just can't stand not seeing an airplane you can walk over to their huge, attached hangar and check out Rob's beautiful RV-4 and his RV-10 project, and of course all his cool Advanced Flight Systems stuff.

## Driving

Take I-5 to Aurora exit to 99E to Canby. When you get to Canby turn right on Ivy. Go three blocks to the first left turn which is Township. Go east on Township, out of town past the graveyard to a 4 way stop. Go straight through the 4 way stop, and 1.2 miles further on you'll see a low brick wall with mailboxes and the name Dietz Airpark. Turn right onto the road/taxiway which is Sky-



lane drive. The address is 24172 S. Skylane Drive.

## Flying

Not recommended for this gig. It'll be well after dark by the time we start and Dietz has reflectors but no lighting. There are trees at the south end and if you're not familiar with where they are... well, 'nuff said.

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

## Future Meetings

- Jan 11<sup>th</sup>: An RV-7 Project?
- Feb 8<sup>th</sup>: TBD



# Safety Thoughts September 2006

Len Kauffman

## Mid-Air

A flash of motion caught Justin's eye. He jerked his head up to a terrifying view of an airplane filling the left side of his windshield. A thunderous impact came instantaneously as his plane was hammered violently to the left. He jammed full right aileron and rudder, but they had absolutely no effect as his plane snapped toward inverted and the nose fell nearly vertical. The windshield looked like a spinning attitude gyro, but this was the real earth spinning out of control in front of his unbelieving eyes. Nothing he could do now! Only a matter of time as the blurred objects on the surface rapidly grew in size.

How could this happen. He was a very experienced pilot with several thousand hours and never a scratch on any plane he'd flown. And it was a beautiful day with only a few small fluffy clouds here and there. No haze or smog to limit visibility.

Justin had recently upgraded his panel and had marveled at the capability of his new avionics package during the past several flights. On those flights he used a friend as safety pilot while he spent head-down time learning the systems. Today, however, his friend had other obligations so he was flying alone. By now he felt fairly comfortable with the new GPS and thought he needed only short periods of eyes-inside. He was making changes to the GPS flight plan, taking a little longer than intended, when that motion caught his eye.

All that was meaningless, however, as his spinning plane rapidly closed on the ground. In a panic, Justin lunged upright in a cold sweat – eyes wide open in darkness. He felt no pain but was shaking violently. In a moment he recognized faint light from windows in his bedroom. It took another moment to realize he was alive and well. He had not died in a horrendous crash. It was all just a nightmare. Unable to go back to sleep, he brewed a pot of coffee and pondered that horrible dream. Just maybe there were some lessons for him.



When Justin learned to fly his instructor always stressed "keep your eyes on a swivel." In VMC it is the see-and-avoid principle that keeps airplanes from using the same airspace at the same time. Things happen quickly in the air, especially with fast aircraft like Mooneys, Lancairs, RVs and the like. And small airplanes are difficult to see even at close range. How many times does ATC report traffic two to three miles out that cannot be seen right away. The traffic is usually spotted only due to relative motion in the windshield. That motion does not occur, of course, if aircraft are on a collision course. Two or three miles are gobbled up pretty quickly when two planes, maybe RVs, head toward one another at 190 mph each. Closing rate of 380 mph takes care of two miles in less than 20 seconds – or three miles in under 30 seconds. How long does it take to change a GPS flight plan?

Justin was wise to use a safety pilot during his earlier flights. But until he was well trained on the equipment and operations required only a few seconds, it would have been wise to fly only with another set of eyes. Actually it's best to learn how to operate new equipment on the ground. Most GPS manufacturers today offer downloadable simulator programs that provide excellent training on a home computer. Lacking such software, pilots can effectively study the operator's manual while the aircraft battery powers the system on the ground. Learning this way can save expensive fuel and reduce risky heads-down time in the air.

Nearly all pilots keep eyes inside more than they should during a flight. When a passenger is present, he/she should be notified of eyes-in time and briefed to be especially watchful. Use of ATC flight following is a valuable safety measure although they may not see or report every aircraft in the area. Another thought is the growing number of collision avoidance systems for general aviation. They range from costly systems used with existing GPS or MFD units to relatively inexpensive portable devices. Keep in mind that they also will not "see" all traffic. Most require "interrogation" of the other aircraft's transponder by radar or TCAS aircraft (airlines) and would not normally be helpful in areas without radar coverage.

After that pot of coffee and keeping these ideas in mind, Justin (and all of us) might be a little safer in the air and perhaps avoid a few nightmares.

## Chewing Gum

John "Jack" Bolt, who went to his final reward in 2004, was the only two-war U.S. Marine Corps ace. As a junior officer during World War II, he scored six enemy kills while flying the Vought F4U Corsair. As a major during the Korean War, he scored six more while flying the North American F-86 Sabre with the U.S. Air Force.

Jack Bolt was a hoot! During a commercial airline flight several years ago, he was seated next to a young mother with a babe in arms. When the baby began crying during the descent for landing, the mother began nursing him as discreetly as possible. Jack pretended not to notice and, upon debarking, he gallantly offered his assistance to help with the various baby-related impedimenta.

When the young mother expressed her gratitude, Bolt responded: "Gosh, that's a good looking baby... and he sure was hungry!"

Somewhat embarrassed, the mother explained that her pediatrician said nursing would help alleviate the pressure in the baby's ears.

Jack sadly shook his head, and in true fighter pilot fashion exclaimed, "Damn! And all these years I've been chewing gum!"



## Board Meeting Highlights

Your Chapter 105 Board

With only two items up for discussion, and those not overly contentious, the board first agreed to hold the November board meeting by email (a provision included in our new bylaws,) and then took an e-vote on two items —

- #1 - To approve a resolution gifting the Bogardus Little Gee Bee to the National Air and Space Museum of the Smithsonian, copy of the resolution is attached.
- #2 - To approve payment of \$2,000 to Partain Transport for transporting the LGB back to the Smithsonian.

Both motions passed with 11 votes 'for' and 0 votes 'against'.

### RESOLUTION OF THE BOARD OF DIRECTORS OF EXPERIMENTAL AIRCRAFT ASSOCIATION, INC., PORTLAND CHAPTER 105

At a meeting of the board of directors held via e-mail from November 13 through November 16, 2006, the board voted 11 to 0 to adopt the following resolution:

Whereas the restoration of the Bogardus Little Gee Bee Aircraft NX31250 has been completed, and the aircraft delivered to the National Air and Space Museum of the Smithsonian Institute, and

Whereas the Museum has agreed that the aircraft will not be flown, and that the Museum grants Chapter 105 right of first refusal upon deaccession,

It is hereby resolved that the execution of a Deed of Gift to the National Air and Space Museum of the Smithsonian Institute by Randy Lervold, President, and Richard Van Grunsven, Director, be approved and ratified.

\_\_\_\_\_  
Benton Holzwarth, Secretary

READ AND APPROVED:

\_\_\_\_\_  
Randy Lervold, President and Chairman



## Editor's Notes

Benton Holzwarth



Saturday following Thanksgiving was a spectacular day here in the valley. I took advantage of it to fly about a bit. The light dusting of snow in the foothills to the east was a happy sight, putting me in the mood for the holidays. There'll be fewer good flying days from here on out until spring starts warming things up again.

Hope if you're not flying, you're building. I gotta start getting some traction on my project again...

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## 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.

### December '05

- Benton Holzwarth / TnT: Oil Leak Tell-tales
- Benton Holzwarth / TnT: Welding Hazard (TCE becomes Phosgene)
- Joe Blank / Avoiding Bird Strikes
- Avemco Ins / 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!
- Budd Davisson / 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

### November '06

- Randy Lervold / Bylaws Update and Chapter Elections
- Benton Holzwarth / Young Eagle Day — 2 Sept 2006
- Dunstan Fandel / Randy Lervold's Paint Clinic
- Phil Chapman / Cylinder Cooling Wraps in Fibreglass and Silicone RTV
- FAA via Mike Robertson / AD Watch—2006-18-15 Hartzell Propeller Inc.
- Chet Nagle / USS Midway VA-25's Toilet Bomb



## 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](http://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](http://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](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](http://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](http://www.vansaircraft.com) or 503-678-6545



## "Contact!" Chapter Officers and Staff

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## 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  
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Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Renewing multiple years:

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Nat'l EAA #: \_\_\_\_\_

Home Ph: \_\_\_\_\_

Own / Fly: \_\_\_\_\_

Work Ph: \_\_\_\_\_

Current Project: \_\_\_\_\_

Cell Ph: \_\_\_\_\_

Completed Projects: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Comments: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_





*(Says Chris) I believe this is the old, hit the fuel dump and light the afterburner trick I have heard about being able to be done on the F-111.  
Photo from Christian Buhlmann via Dave Schwartz.*

#### Next General Meeting

#### VAF-Home Wing / Chapter 105

- Holiday Party at the Hickman's — Dietz Airpark, Canby
- **FRIDAY**, Dec 15<sup>th</sup> @ 7:00 PM
- Map: Pg 8

#### Next Board of Directors Meeting

- Thursday, Dec 21<sup>st</sup> @ 7:00 PM
- Location TBD — contact a board member

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

## **First Class Mail**

**To:**

