



EAA 105
PORTLAND OREGON
EAA

January 2007

In This Issue

Young Eagles — Air Academy Scholarship	3
Safety Thoughts: Are You Blind?	4
Prev Meet: A Holiday Soiree at the Hickman's.....	5
Next Meet: Mike 'n Jeff Baxter's RV-7 project + Auto Sheet Metal	7
Destinations: An Orcas Island Getaway	8
TnT: Modifying Vise-Grips.....	10
2005-06 Feature Article Index	11
Buy / Sell / Trade	12
Contact! / TCs+FAs+FI's / Renewal Form.....	13

Next Meetings

- **Jan 11th** 7:00 PM—
- **Jan 20th** All Day Planning Session — Board Meeting at Randy Lervold's home, Camas.
- **Jan 20th** Newsletter Deadline — 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

There's no telling what will show up at any particular pancake breakfast. True to form, there were several interesting aircraft, not the least of which was the Yak-52 owned by Robert Harris, of McMinnville.

Breakfast KP Duty

Saturday, January 6th, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Randall Henderson	Dan Miller
Howard Means	John Pallister
Gary Miller	Dann Parks
Patrick Moran	Bob Patterson
Jim Morrow	Ron Poe
Bob Neuner	Bruce Porter
Tom Newell	Johnny Pruett
Brent Ohlgren	Micheal Psiropoulos
Brian Sheets	Ken Rentmeester
Terry Smith	Phil Renyer

Saturday, February 3rd, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
John Mates	Aden Rich
Ed Rogalin	Leejay Robles
Dave Salesky	Steve Rosenstock
Tom Sampson	Ralph Schildknecht
Mike Seager	David Sellers
Ron Singh	Al Strickfaden
Laird Smith	Colin Strong
Bob Stark	Bruce Swayze
Chris Stone	Jake Thiessen
George Storey	Roy Thoma

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

Embry-Riddle Flight Department Devastated by Tornado

School looking for replacement aircraft to lease

(Via EAA e-hotline special —)

While most EAA members were celebrating the Christmas holiday on Monday, the staff at Embry Riddle Aeronautical University in Daytona Beach, Fla., was dealing with the aftermath of a tornado that ripped through the campus that day. More than 50 ERAU aircraft were destroyed or damaged by the tornado, while nine campus buildings were also hit. The damage caused university officials to delay the start of classes for one week following the holiday recess, with the spring semester now starting on Jan. 16.

EAA immediately offered assistance to Embry Riddle in the aftermath of the storm, and the university has asked EAA for possible assistance from its members. The university is now looking to leaseback, or rent by the flight hour, several late-model Cessna 172s (180-horsepower G 1000 or conventional equipped aircraft) to replace those lost in the Dec. 25 tornado. The leases/or hourly rentals would last up to four months. The aircraft will be maintained to Embry Riddle exacting maintenance standards and returned to the owner/operator with either a fresh 100-hour or annual inspection.

If you can assist, please send an e-mail to Frank Ayers, Chairman of the Flight Department (ayersf@erau.edu) or Jack Haun, Director of Maintenance (haunj@erau.edu) to discuss lease/rental terms. Please provide the N-number of the aircraft and a general description.

For more information, visit www.eaa.org

Young Eagles — Air Academy Scholarship

Ron Singh

As many of you will remember, in 2005, our chapter created an Air Academy Scholarship fund by raffling off a leather jacket donated by EAA National. After reviewing essays and conducting joint interviews with Chapter 902, our chapter selected Kiara Feldman to be our 2006 recipient to attend EAA's Advanced Air Academy in Oshkosh, WI in July '06.

The Air Academy provides an opportunity for students to become totally immersed in the world of flight. Classes include ground instruction, aircraft construction and maintenance, and actual flight experience. To top it off, it's held during EAA's Airventure in which all students receive full access to all of the forums and Airventure activities.

I would like to share the following letter of appreciation that we received from Kiara. Since her trip to the Air Academy, she has continued pursuit of her aviation interests by attending a chapter Young Eagles event and making various other contacts in the field of aviation. We wish her all of the best in her future endeavors.



Dear EAA Chapter,

I'd like to start off saying thank you for sending me to Oshkosh, WI. I quite honestly can't tell you thank you enough. It was one of the most memorable, impacting and eye opening experiences of my life. I made many friends while I was there, quite a few that I know will be life long friendships. I met some outstanding people through my attendance at this camp, some were my own age and others were counselors.

For the first two days that I was there we attended the Air Show, all day, both days. There were some amazing planes there, I was able to see and touch one of my favorite warbirds, the B-25. The Air Show itself

was amazing to see. One of my favorite acts was Sean Tucker, and the other would be seeing a huge C-17 take off.

The rest of the week consisted of going to classes, workshops and participating in different activities that the camp offered. A challenge course for example, was one of the activities offered. One of my favorite's was something they called OpAv, where there was a pilot, co-pilot and navigator that had to plan a flight to a place where there had been a disaster. Also during this time I was given the opportunity to fly which is always fun.

I learned many things at this camp. More about avia-

tion through my classes, I learned how to work with many different kinds of materials in my workshops, OpAv taught me how to plan a flight and navigate and the challenge course showed me how far I could go when I pushed myself.

Thank you again for sending me. I want you to know that your money was well invested. Attending this camp has changed my life and I know it will continue to change others lives for many years to come.

Thanks again,
Kiara



Kiara Feldman at Air Academy taking flight in the EAA Young Eagle plane.

SAFETY THOUGHTS



Are You Blind?

Len Kauffman



Last month we talked about a mid-air nightmare emphasizing the importance of keeping heads-down time to a minimum. This month we'll consider a related topic - the blind spot in our eyes. Under certain conditions this phenomenon could prevent a pilot from seeing an airplane even if he/she is looking outside. The blind spot is nothing new to most, if not all, pilots but is worth revisiting from time to time. Let's take a look at it again using the two small aircraft pictured above. Hold this page at arms length in front of your eyes. Close your left eye and stare at the center of the Cessna while moving the page slowly toward you. The RV disappears. Now close your right eye, look at the center of the RV and bring the page closer. The Cessna disappears. The brain cleverly fills in the blank spot to match the surrounding area.

The blind spot is about $\frac{3}{4}$ inch in diameter at one foot from the eye. At a distance of 800 feet, however, it's about 50 feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That's enough to hide a 747 or our entire HomeWing Squadron leading the Blackjacks in a huge diamond formation. Something you really don't want to miss! Remember last month we said two aircraft (at RV speed) heading toward one another will close one mile in less than 10 seconds.

So, what's up with this blind spot? Light entering the eye is focused on the retina at back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the optic disc, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light - resulting in the "blind spot."

Normally the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still "lose" an object (perhaps a plane) by staring in one direction while something (side or center windscreen trim, roll bar, pedestal mounted mag compass, large nose, etc.) blocks vision in one eye.

Let's look at a couple examples. First, stare at a prominent object (doorknob, light switch, etc.) ten or more feet away. Now, hold up your hand at arm's length to block vision of that object with your left eye. You'll see it only in your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside, try it with a car at around 300 feet away or an airplane at 800 plus feet.

What about that "large nose" -- you thought I was joking, right? For those of us blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so left-eye vision is blocked

by your nose (those with a small nose can experience it by placing a finger on your nose to make it larger.) Now, slowly move your eyes (don't turn your head) to the left. It's gone again.

The nose deal is not likely to be a problem since it requires a somewhat contorted position - but the other examples using cockpit obstructions are quite real. The normal blind spot is about 15 degrees outboard of center-vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot (obviously, if the obstruction is wide enough it will block both eyes). The solution, of course, is to ALWAYS keep head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long cross-country flight over uninspiring terrain? Maybe daydreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where its wingtips begin to appear? Remember that the "collision" airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it.

All this might be just an interesting academic exercise. It's PROBABLY not a real threat. Right?

A Holiday Soiree at the Hickman's

Around 75 members joined in our annual holiday party at the Hickman's, on Dietz Airpark in Canby, December 15. Jenny and Dru again outdid themselves providing a generous spread of snacks and courses to please any palette. Thanks Jenny and Rob for opening your home to us, once again.

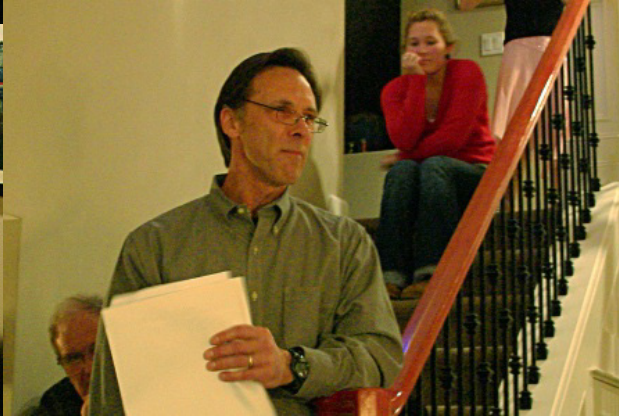
Ron Singh prepared another of his action-DVDs of the year's activities for video entertainment.

The conversation and camaraderie ran late into the night.



Our hosts for the evening at Casa Hickman were Jenny Hickman (top) with assistance from Dru Bourgeois.





The Chocolate Fountain was a popular stop with many treats ready and waiting for dunking.

What chapter meeting would be complete without some business announced by our president, Randy Lervold.

Randy yields the floor to Ron Singh and Michelle for a few words about our Young Eagles success in the year just ending.



The Breakfast Crew: Joe (Bunny) Miller, Donna Lervold, Rion Bourgeois, Char Miller, Len Kauffman and Mike McGee.



The Chapter 105 2007 Board of Directors: Len Kauffman, Jim Mitchell, Joe Miller, Ron Singh, Dick VanGrunsvon, Benton Holzwarth, Jenny Hickman (and Mabel—non-voting), Randy Lervold, Ralph Schildknecht, Rion Bourgeois and Mike McGee. Missing directors: Joe Blank and Tom Louris.

Meeting Coordinator:
Randall Henderson

503-297-5045
randall @edt.com



**Program: Mike and Jeff Baxter's RV-7 +
Hints from an Auto Sheet Metal Guy**

Location: Mike Baxter's Home

Address: 27700 NW Meek Rd, Hillsboro

Date: Thursday, January 11

Phone:

The first meeting of 2007 will be at Mike Baxter's place, where he and his brother Jeff are working on an RV-7.

The plane is on its front gear, and still in the "sheet metal stage". The program will be a discussion of sheet metal techniques, with input from Mike's neighbor who is an automobile restoration specialist working on aluminum bodies for custom cars. He plans to talk about some new products for work in that area, and ways in which automotive paint techniques apply to painting airplanes.

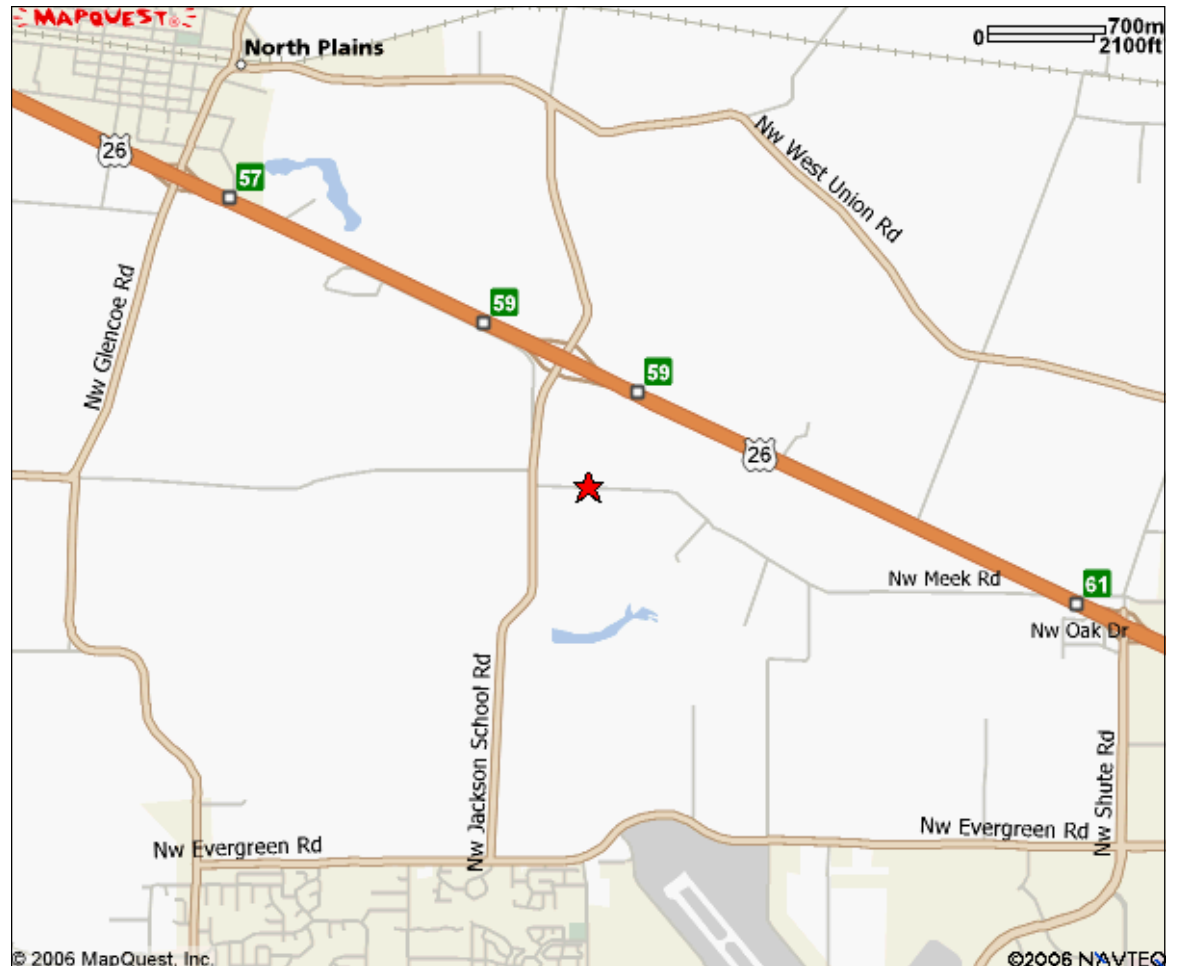
Flying

The location for this meeting is just north of Hillsboro airport, but it's not *on* the airport.

Driving

The location is a mile north of Hillsboro airport on Meek Rd. From HIO take Evergreen Rd west to Jackson School Rd. Turn north, and right onto Meek Rd. Continue to 27700 NW Meek Rd.

From the Sunset Hwy (Hwy 26) turn south on Jackson School Rd. Turn left onto Meek Rd. Continue to 27700 NW Meek Rd.



About the meetings...

Meetings are the second Thursday of the month, starting at 7:00pm, unless otherwise specified (here and in the newsletter), and are typically at the site of someone's experimental aircraft project or hangar.

The structure of the meetings is pretty loose. The first 40 minutes or so is generally spent socializing, eating chips and dip, and checking out the project. Then we get down to "business", with introductions of new members and guests, milestones, discussions of group issues, open items, and the host project. After that, it's back to BSing late into the evening.

Be sure to bring any tools, parts, etc. that you wish to sell, loan, give away, etc. And while you're there, throw a buck or two into the kitty, to help out the host for costs of purchasing the refreshments.

All are welcome, building or not, group member or not. Spouses too!

Meeting places are always needed.

Future Meetings

- Feb 8th: TBD
- Mar 8th: TBD
- Apr 12th: TBD



An Orcas Island Getaway

Steve Mahoney



Every year on, or near our anniversary, Carol and I try to get away for a few days where we can relax and spend some time together, without the kids, my work, or the worries of our world. This year we decided to take the BD-4 to the San Juan Islands and do some cycling and hiking on Orcas Island. The plan was to camp under the wing one night (hey, I'm cheap, that's why I fly a BD-4) and then spend one night at the Historic Rosario Resort and Spa. The Islands are very popular with tourists in the summer and the Washington State Ferries are not only expensive, but typically a real hassle that time of year, with long waiting lines, multiple back ups and delays. We of course bypass all this with the airplane. The flight time from our airport in Oregon is 1 hour 30 minutes. Drive time would be about 5 hours + waiting in line for the ferry time. ... i.e. pretty much an all day trip.



Carol and Steve Mahoney aloft; The Bd-4 sans kids can haul a lot of stuff. We load the Dahon bikes and our camping gear in the back; (above) Cruising over the beautiful turquoise waters of Hood Canal with the Snow Capped Olympic Mountains in the background; (left) Maristone Island just south of the San Juan Islands; (top right) The San Juan Islands in northern Washington State are made up of some 172 Islands. The largest 4 are serviced by car ferry, but many have airstrips. Lopez Island in the foreground with San Juan Island and Friday Harbor in the center; Rosario Resort-Orcas Island where we stayed for one night... it's a popular Seaplane destination as well; Eastsound airport Orcas Island, we unfold the bikes for a ride into town.



(Upper left) Camping at Eastsound airport is only \$6 night, they have new hot showers too; (lower left) Cascade Falls; (upper center) The entrance to Moran State Park on Orcas; (lower center) Island cycling across a bridge in the park; (center right) Time to return...loading bikes in the back; (lower right) Approaching our home airport in McMinnville, Oregon. Sunset view of the Willamette valley and the Coast Mountain Range. It was hard to believe that we were gone only 2 days.



Board Meeting Highlights

Your Chapter 105 Board

For another month, the board recognized there was nothing of portent brewing and decided to dispense with a meeting. The next meeting will be the all-day annual planning session at Randy Lervold's home, January 20th. If there's anything you'd like presented to the board members, please contact one or more of us ahead of that date.

General members are *always* welcome at any board meeting, but the planning session is an awkward time for off-agenda discussion.

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.

Modifying Vise-Grips

Jim Bailie via the yahoo-groups 'metalshapers' list, via the yahoo-groups 'bearhawk' list.

This vise-grip mod is so handy I'm sure someone must make them, but for 20 min. work and a cheap set of vise-grips you can make a set. They work so well for tacking small pieces at 90 deg. I thought I'd pass it along.



A New Café at the Bend Muni Airport

Café 3456' offers an upscale 'sit-down' menu as well as deli-case and barista fare.



Open 8AM-3PM Seven Days a Week, with other hours by special arrangement. Check the menu at www.cafe3456.com or call 541-318-8989. 63136 Powell Butte Hwy — Second level.

Thanks to Jerry VanGrunsven for the lead...

Editor's Notes

Benton Holzwarth



We strike, this month, FSDO-guy Mike Robertson from our list of Tech Counselors. He's finally making the big transfer to Spokane and can't expect to be in the valley regularly any longer. He says he's signed off close to 200 planes in his time here in the valley, in the last five years. I wish him a long and happy career in the 'Far East.' It's their gain and our loss; s'long Mike.

Here I sit with one week of a two-week vacation behind me, enjoying the holiday, planning to dig into my Bearhawk project. I'm also a month overdue for my flight-medical. When the weather was nasty there was no rush, but today the sky was clear blue. Why wasn't I out getting a little air today? Where were you?

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.

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!
- 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 / Our 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 Fiberglass and Silicone RTV
- FAA via Mike Robertson / AD Watch—2006-18-15 Hartzell Propeller Inc.
- Chet Nagle / USS Midway VA-25's Toilet Bomb

December '06

- John Jessen & John Cox / The Genesis of a Builder's Group
- Benton Holzwarth / Cottage Industry Showcase and Annual Pie Auction
- Len Kauffman / Safety Thoughts: Mid-Air

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 - D2J 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]

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

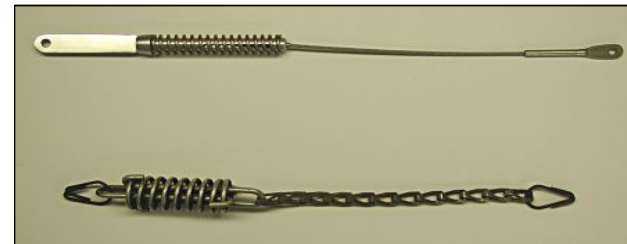
Bill Esther Engraving — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html ecaps.1@juno.com or 503-851-6375

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



"Contact!" Chapter Officers and Staff

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Brian Moentenich 503-666-7518, Brian.L.Moentenich @usace.army.mil, Ch. 902, RV-6A bldr, Ptld-TTD

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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



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Oops...

Next General Meeting VAF-Home Wing / Chapter 105

- Mike 'n Jeff Baxter's RV-7 project
- Jan 11, 2007 @ 7:00 PM
- Map on pg. 7

Next Board of Directors Meeting

- Annual Planning Session
- Jan 20, 2007 — All Day
- Randy Lervold's home, Camas WA

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To:

First Class Mail

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