

March 2007

# EAA 105

PORTLAND OREGON

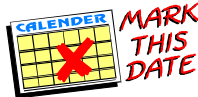


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## Next Meetings

- **Mar 8<sup>th</sup>** 7:00 PM—Randy Lervold's Paint Clinic Pt. 2 and Wiring 101
- **Mar 15<sup>th</sup>** Chapter Board Meeting, 7:00 PM at Baja Fresh on Scholls Ferry Rd, Tigard.
- **Mar 17<sup>th</sup>** Newsletter Deadline — Newsletter article contributions and ads are welcome at any-time, but may be held to a later issue if received after the deadline.



## On the Cover

James Gribi's PA-18 Super Cub (N83346) visits the February chapter 105 pancake breakfast.

## Breakfast KP Duty

### Saturday, March 3<sup>rd</sup>, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Dan Benua	Steve Rosenstock
Laird Smith	Sue Rosenstock
Robert Toppel	Ron VanBladeren
Richard Vanderford	Ken Warner
Dick VanGrunsven	7Paul Watson
Jerry VanGrunsven	Don Wentz
Stan VanGrunsven	Carl Weston
Art Waldal	Mike Wilson
Miike "Easy" Wilson	Dale Wotring
Martin Baumer	Dick Zander

### Saturday, April 7<sup>th</sup>, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
John Trabosh	John Warren
Robin Wessel	Charles Rice
Mathew Bailey	Brent Anderson
Dave Salesky	Matt Benson
David Carlson	Joe Blank
Kirby Caroll	Larry Brons
Mel Carstetter	Bob Brown
Mark Cattell	Robert A Brown
Harvey Cheney	Hank Bullock
Andrey Cheremnov	David Burkhardt

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

## Loose Bits —

### • Passports — A Sign of the Times

Planning a flying trip to Canada or Alaska this summer? Have a passport yet? They're now required when you re-enter the US by air. The processing time is currently about six weeks, but can be expedited for an extra fee.

Visit <http://tinyurl.com/39v9uu> — a tiny-url link to AOPA's info page on passport requirements and procedures.

### • Lenhardt's Weather

Lenhardt's Airhaven's website includes a weather page. Recently added to that is a link to "91" school's weather station, as well as the office cam, which shows the view through the window. The main page is [www.airhaven.net](http://www.airhaven.net).

### • Newsletter Cover Shots as PC Wallpaper?

Have you enjoyed the newsletter cover photos of the last year? If they were available for download as PC desktop wallpaper would you take advantage? If there's enough interest, they could be made available on the chapter website.

I'm (Benton) willing to support conventional (4:3 aspect ratio) screens as well as wide-screens (16:9), but with as few resolutions as possible. Recent versions of Windows will automatically adjust an image to your screen resolution, so I'm hoping two high-res images will cover all the different screen resolutions. Talk to Benton or Randy with your ideas.

### • Good News on Young Eagles

(Via EAA E-Hotline) FAA reaffirms Young Eagles flights not subject to new Air Tour Rule. A week of work by EAA and FAA have ensured the future vitality and success of the Young Eagles program, by removing possible barriers that were part of the new Air Tour Rule announced earlier this month.

### • Flying to OSH?

Planning to use Green Bay Flight Service, like always? "In another blow below the belt toward GA," Green Bay FSS will be permanently closed effective midnight Sunday, April 22, 2007.

The Washington Hub facility will assume airport liaison responsibility at that time for all Wisconsin and U.P. airports.

# SPECIAL INTEREST GROUP MEETINGS

Dick VanGrunsven



1. EAA Chapter 105 now has a very nice hangar/meeting room/clubhouse which is largely unused. In time, it is hoped that various group projects might find a home there, along with workshop sessions for both kids and "mature" people.
2. In conjunction with the Chapter 105 merger with the RV Homewing, monthly meetings have almost all become "Project Visit" meetings. This is in keeping with the preference of the majority of the members.
3. Though the old meeting format of: "Meeting-at-the-same-place-every-month with a business meeting and a program" was declining in popularity to the Project Visitation format, we have now essentially lost the opportunity to have meeting programs and presentations.

The contradiction is obvious. (We have a home, but choose not to meet there) Hopefully we will not also encounter a contradiction to the old adage of; "If you build it, they will come." Perhaps not enough time has evolved for "Clubhouse" activities to have taken root. To help that germination process along, I am proposing that we encourage informal programs at the Clubhouse/Hangar, at regular or irregular times, to serve what might be described as SPECIAL INTERESTS GROUPS. The subjects and topics could cover a wide range including visiting speakers, slide shows, videos and powerpoint shows, workshop classes, etc. Times for meetings could be either evenings or weekends. I envision meetings or workshops involving a limited attendance, 10-20 persons, in keeping with the space available. More like an expansion of a good-old-boy bull session than a structured meeting. We've got the facility and we've got about 200 members. Unless that number consists primarily of couch potatoes, we should be able to round up presenters as well as listeners and or students.

First, I'm asking that you all give some thought to this concept and see if you might be able and interested in being, or locating, a presenter at some future time. Also, I am soliciting ideas for topic and workshops which you might like to see covered. Second, I will kick off this series with the program below. We are open to your thoughts and ideas, pro or con. Call or E-mail either me or Jim Mitchell at the numbers below:

Dick VanGrunsven	engineering2@vansaircraft.com	503-307-7550
Jim Mitchell	Jmitchell1@msn.com	503-644-5258

**Date:** March 22, 2007 at 7:00 PM

**Place:** Chapter Project Hangar

**Program:** Two Very good DVDs about Soaring, plus discussion of same:

- A FINE WEEK OF SOARING, and
- GLADIATORS OF THE SKY



## NW RV Fly-In Planning

The Annual NW RV Fly In is now in the initial planning stages. Now in its 16th year for 2007, the Home Wing sponsored "NW RV Fly-in" has developed a loyal following with RV pilots attending from as far away as California and Texas. Traditionally held the Saturday of Father's Day weekend, it's a great chance to get up close and personal with over 100 RV builders and flyers. Walk the flight line, take some pictures, have a hamburger lunch, and buy an event t-shirt... if you're interested in RVs, you won't be disappointed. The 2007 fly-in will again be held at Scappoose (SPB) on Saturday, June 16th.

Of course this Fly In, like any other, is made successful by the use of volunteer help. At this time I am shamelessly soliciting names to participate as "Crew Chiefs" and/or staff for Grounds Set Up/Take Down/Cleanup, Hamburger Feed, Auto Parking, Aircraft Parking, and T-Shirt Sales. (Did I mention that Crew Chiefs receive a free T-Shirt?) Other opportunities for folks to provide help are someone to make up various signs, provide a BBQ, be a photographer... you get the idea... Interested parties please contact me.

Speaking of our fly-in t-shirt — every year it's a new design with a new plane (or planes) featured. They've become something of a collector's item, with many people taking pride in owning one from every year. Some of the past years shirts are still available for sale at the monthly breakfasts. Just ask...

Blue Skies!

Joe Blank – 2007 Fly In Boss  
Jeblank @molalla.net

# Planning Your Alaska Flight

Charlie Kaluza

Summer may seem a long way off but now is the time to begin planning your flight to Alaska. The only significant delay is in obtaining the radio license for your airplane and yourself. We were never asked for this documentation while traveling in Canada but it is a legal requirement. More importantly the planning gives you hope while you're grounded by the gray days of winter. My wife and I completed the trip in our RV6A last summer. It was a delightful trip which I need to repeat because the weather in Alaska did not allow us to see everything on our list.



Charlie and Sheryle Kaluza

If you have an interest in making the journey I would strongly encourage you to join the Alaska Airman's Association. They are the publishers of the "Logbook" which is the single best reference for flying your airplane to Alaska. You need to request a copy of the Logbook when you join. Their web site is [www.alaskaairmen.com](http://www.alaskaairmen.com). They also have copies of the current Canadian regulations. The EAA Chapter 105 has good info on Canadian border crossing requirements at [www.eaa105.org/Info/info.html](http://www.eaa105.org/Info/info.html).

The ideal time for flying in Alaska is probably June. May tends to be the driest time but the temperatures remain cool. In July thunderstorms are more of a con-

cern and in August the fall rains begin. Of course the ideal time is anytime you have the freedom to do so. The route you choose will be entirely weather dependent. IFR flight in a small airplane is not usually recommended because icing levels are frequently the same as the cloud levels. Radar coverage is almost nonexistent so IFR flight most closely resembles the 1930s era. Several years ago Frank Justice made the flight and had a wonderful weather window which allowed him to fly up the coast from Prince Rupert to Skagway. This is a rare event and most of us will be forced to fly inland.

What follows is the record of our trip and the supplies we deemed necessary. Hopefully you would not need the survival Kit but if you have read the reports of people downed in Alaska you understand the requirement.

## Flying Our RV 6A to Alaska and Back Plan of departure

Well, our adventure is set to begin at 11am if the weatherman lives up to his promises. Weather is low clouds and rain but it is supposed to lift by 11.

First leg is through the Columbia River Gorge and up the east side of the Cascade Mountains to Penticton, B.C. We clear customs there and proceed on to Prince George...assuming the weather allows.

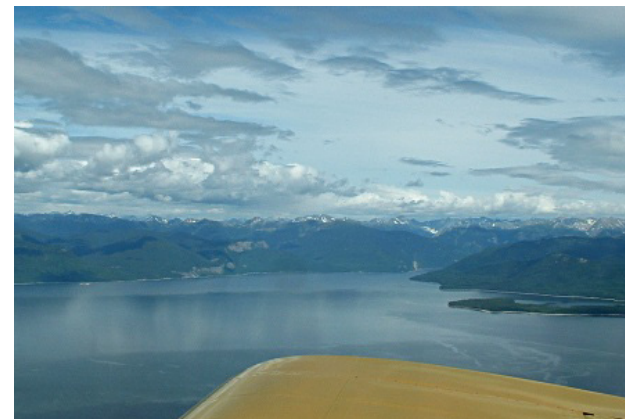
No specific time frame or destinations, the weather will be the guide. We will keep most legs to 2 hours so I can get out and stretch.

Wish us tailwinds and clear skies.

Chuck Kaluza

## June 16, 2006

Well, the weather did not cooperate until mid afternoon. The clouds finally broke up enough for us to climb through them to 9500 feet and a smooth ride through the Gorge. A good tailwind had us moving at 230 MPH for the first part of the trip. As we turned north we slowed down to about 180 and dropped back below the scattered clouds to 5500 ft. We had to fly around a few showers but otherwise things went well. North of Wenatchee the country got very pretty. The Okanogan Valley is quite nice. I enjoyed seeing the canyon cut by the ancient river that drained the glacial lake in Montana.



Williston Lake

Followed the river north to Omak and then onto Penticton, Canada. Stopped for a stretch, fuel and defueling as well as customs...no big deal going into Canada. Thunderstorms were blocking our way to Prince George so we stopped in Kamloops. It is along the Thompson River in a gorge alot like the Columbia River Gorge.

Hope to make Whitehorse tomorrow...but whatever.

Chuck and Sheryle

PS We are having wonderful weather! The scenery is just what our sister-in-law, Jean, described when she said we would be seeing God's handiwork! While Charlie is looking at the panel and thinking through our next action, I am thinking about all the beautiful mountains and valleys and rivers and clouds—I saw thee most delightful billowy rosey-white clouds just as we entered the Gorge...

Anyway, we are making our way North to Alaska---no rush though(\*)

## 17 June 2006

Hello all,

This email has been delayed because the "fancy" hotel we stayed in had no internet access.

We left Kamloops with a bit of a headwind and scattered clouds with a few showers. Traveled down the Thompson River and rejoined the highway north to Prince George at Cache Creek. We strayed from the road to avoid the scattered showers. It was mostly a high pla-



Marl Lakes in the Trench.



Transient parking.



IFR.

teau after we had turned north. A significant shower over Williams Lake kept us to the west and we never saw the town, which I remembered as being very pretty, set along the lake. From Williams Lake we followed the Fraser River north to Prince George. I contacted the tower and told them I was unfamiliar with the airport, they told me to stay at 4000 feet over the highway so they could bring a 737 in for landing underneath us. The 737 pilot did not seem to like the idea and said he could not see us. The controller had us shift to the west and had us follow the 737 in. Nice airport and the controller was very friendly. They had us park next to a Canadian F18 fighter. Trouble was when we walked as directed to the terminal, the security people were very unhappy that we wanted to follow all of the arriving passengers into the terminal, because of post 9-11 security issues.

Had a nice lunch and got another weather briefing. Weather along the Alaska Highway sounded pretty marginal so we decided to head up the "Trench". It is a geologic fault along the east side of the Rockies that is a 450 mile arrow straight trench between the Rockies and the Omineca Mountains. The valley floor was filled partially with a 150 mile long lake. The highpoint was only about 3500 feet. A few showers to divert around. Sheryle was wearing polarized glasses and could see the rainfall a long way off. Much of the rain never reached the ground and is called virga.

After the Trench we landed for fuel and a good stretch at Watson Lake. One of the old military airports left over from WWII. You can taxi your airplane right down to a camping area at the lake. Pretty much deserted terminal area but a neat old building and friendly folks. We watched a small float plane being refueled. They taxi the airplane onto a wide "boat" trailer and then tow it up to the fuel pumps with a pickup. Fill the tanks and dump it back into the lake.

Headed onto Whitehorse following the highway...special IFR, I Follow Roads. The road follows a valley through the mountains which were 5-7000 feet. Pretty and enjoyable flight. Landing at Whitehorse was easy enough, called tower and they told me to follow the highway past the airport and make right hand traffic to land. After we got the airplane tied down some fellow travelers recommended we sign up for the last room at

the FBO. I will let Sheryle tell you about it.

It was a good day of flying over some very pretty country.

Chuck and Sheryle

PS This is an amazing time! The beauty of the journey's surroundings with snow laced mountaintops and verdant green valleys is really a wonderful high(\*) Charlie spotted a rainbow below us when we were flying the Trench (It appeared to be laying on the ground taking a nap.)

A friend asked me what I do in the airplane. Well, I look around for the beauty and take photos, I keep an eye on the weather up ahead, I sing songs I know and make up a few too. The first day out I spotted a perfect cloud feather and pointed it out to Charlie, but I forgot to take a picture. So yesterday when I saw a cloud mustache I made sure to get the camera out. I find it a challenge to know when to photograph and when to just be in the moment—such a problem!

Another of my tasks is reading the chart. I like to find exactly where we are and compare the map to the moving map on the panel.

When we stayed in Whitehorse we stayed at a little motel right at the runway. I was the only woman among the guests and I'd say the accommodations were between a B&B and a dormitory. It was very convenient and we just had to walk across the road to the restaurant for our meals. On the walk to dinner I spotted a fork (dinner fork) in the road. For some reason I found this terribly funny—maybe I was already "bushed"! Anyway, I left it there for the next person to find.... I have giggled many times since then thinking about it!

### 18 June 2006

We are at my brother's enjoying a day of no travel. We hope to fly to Kenai and see friends tomorrow.

The trip from Whitehorse was the most scenic of the trip. Sheryle was not too keen on the bumps in the Chickaloon Pass but the view was awesome.

We left Whitehorse about 9:30 and headed to Haines Junction, flying special IFR. Navigation is easier when there is only one road to follow. The country gets really



*Bridge cloud.*

pretty north of Haines Jct. with the St. Elias Mountain range to the west. This is the Kluane National Park and the east side is one of the driest places on earth with only 4 inches of moisture a year. The cold temps keep evaporation down and there were lakes and rivers everywhere. We flew the length of Kluane Lake with its multiple shades of green. Had to do a few 360's at the north end waiting for a shower to move out of a small pass. We left Whitehorse right after an old twin Cessna from the war years, a "Bamboo Bomber". It was a tube and rag airplane with two radial engines which sound the way airplanes should. The owner had restored it to original condition except for a few new radios. It was almost the same color as our RV 6A and when we were taking off I told the tower "RV 6, N144KL, the smaller



*Klune Lake.*

twin is ready to depart."

I could hear the controller chuckling as he cleared us for takeoff. We passed the twin about an hour later but he went ahead through the rain and we caught up again when we reached Northway which was our port of entry back into the states. There was a restored Supercub which had left way ahead of us which we passed over Kluane Lake. At first I thought they were flying towards us, but realized he was just going so slow. He had huge tundra tires on the plane which slowed him way down, course he could land just about anywhere.

They have a good system for position reports in Canada with RCO (Remote Communication Outlet) radios scattered along the route; nice to know. When we were flying the Trench we could hear the plane 60 miles ahead of us give reports so we knew what to expect. It was 1.9 hours of flying to Northway.

Northway is another old military airport which is all but abandoned except for the customs office, weather station and an old lodge with fuel and food. My first experience landing the RV on gravel...went well. Lunch, weather briefing and visiting with the other pilots. Weather between Fairbanks and Anchorage was not good and the NOTAM for smoke from the forest fire was still in effect so we proceeded on to Anchorage.

Another special IFR flight but it was a little more complicated because there were a couple of other roads. Scenery just kept getting more spectacular as we neared the Chugach Mountains. There are three large glaciers which flow towards the highway which is another geological valley between mountain ranges and forms the Matanuska River. This was the narrowest pass on the trip. Sheryle called it the "Fat Man Narrows" (Chickaloon Pass). It was bumpy and the scattered rain showers seemed to hang in the gap between the mountains. We got a weather update before entering the pass. It was spectacular! The Alaska Logbook, had specific instructions ... do not follow the road. Keep to the center of the valley over the river and do not fly too high. Apparently the winds are even more squirrely up high at the level of the peaks. We slowed way down but it was still bumpy. I don't think Sheryle cared for this part of the trip. Near the entry to the pass you go over a gentle rise and from then on it's downhill from 4000 feet

to sea level.

Palmer is the first town outside of the pass and from there to Anchorage is a short flight. Just about enough time to prepare for dealing with big time air traffic like found in most cities in the lower 48. It was 2.7 hours of flying time, more than I had expected but we slowed way down whenever it was bumpy. An exciting part of our journey.

No plans yet, waiting on weather.

Chuck and Sheryle

PS The scenery has been phenomenal! Some of the lakes are all emerald colored while others have the swirls of deep blue and pools of emerald taking turns. In one lake before the Chickaloon Pass we noticed a river of glacial milt (light aqua blue) entering the lake (dark blue) and its path followed along the beach and then unfurled out in an opening circle.

Seeing Anchorage was heart warming as we have been here many times.... Phil picked us up at Merrill Field. We have been resting and relaxing and planning for more sightseeing.

I did the laundry and have been enjoying Jean's library.

We hope you are well. We are doing well. Mostly retired and enjoying it!

[ We'll continue Chuck and Sheryle's Alaska Flight in next month's issue. -Ed ]

# Mike & Jeff Baxter's RV-7 Project

Benton Holzwarth

The February chapter 105 meeting, held on the 8th, was a visit to Mike and Jeff Baxter's RV-7 project.

Per the usual format, Randall opened with general business: settled upcoming meetings are Van's Aircraft in May and our annual luau at Arlington in July. We've been invited back to Parkside for another visit, which is great since I'm probably not the only one that didn't get to see everything last time — too many projects on one airstrip!

Nehalem Bay State airport seemed to be at risk for a time, but latest word seems to be that *State Parks* says the airstrip can remain as long as *Oregon Dept of Aviation* wants it, and *ODA* says they're working on ideas for it in their master plan now.

And with that, the evening project presentation began. Mike did most of the speaking for the brothers. Most of the tech-talk was about paint and fillers and their plans. They're planning to carry the external colors and theme

to the inside of the cockpit as well. That will require some consideration as to what detailing they do on the outside as well as the paint types available. They've used the Mar-Hide primer but don't like it as well as the S-W wash primer Van's recommends. In shooting the interior components they also learned a lesson about the need for bright lighting to accomplish a light, even coat of the primer products. (The difference between the seats and roll-bar was lighting.)

To boost the quality of the job and minimize painting of things not the airplane, they've set up a paint booth outside the shop where the air is clean and properly vented. Other lessons: include a water-trap near the spray gun. Mike 'n Jeff use desiccant traps (\$60) and a good gun. They've begun using a new product, SEM Carbo-Fill which is a very light filler loaded with carbon fiber. It has about 10 minutes of working-time.

(More pictures, next page.)



*Web or carpet slings support the wings and fuse curves.*



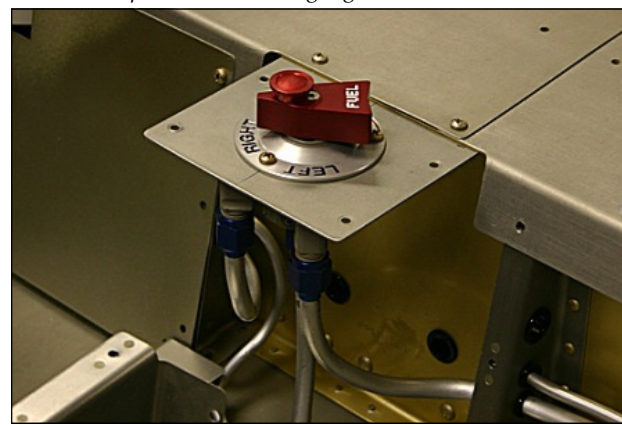
*The kit components are coming together.*



*Brothers Mike and Jeff Baxter are partnering on their RV-7.*



*The brothers plan to carry the external theme to the cockpit.*



*The fuel valve has a positive position lock.*



Rain gutter serves as a Cleco catch bin.



The brothers will use spray-on bed-liner for sound dampening.



New product: Carbo-Fill is a very light body filler.

## N614A — Dave Atack's Sportsman 2+2

This is Sportsman kit #7076 that I started at the Customer Build Center for three weeks in August, 2005..... I trailered the plane South to Portland, OR and out to Emerald Aircrafters in Troutdale, OR(TTD) where Ted Backus helped me finish the airplane. I did the first flight on 30 June 2006 over Troutdale airport...then moved the plane to my hanger at Twin Oaks Airpark, Hillsboro, OR(7S3) and flew my 40 hours for the Lycoming 390 engine. The Sportsman was painted very nicely by Jeff Miller at JMI Motoring, Arlington, WA and just completed at the end of January, 2007. Alan Negrin from Glasair took these pictures by the paint shop on Arlington Airport.

I am delighted with the way the Sportsman handles and the paint job is great. The avionics were done by Pacific Coast Avionics and include a Grand Rapids Horizon with GPS, Garmin 430, Dynon EFIS-D10, Garmin SI30 and transponder, and Vision EMS... so it is well equipped for IFR.

...David Atack



## Len Kauffman's RV-8

Just back from the painters, dodging weather, Len sent these photos and promises more (and words?) for a future issue.





**Meeting Coordinator:**  
**Randall Henderson**  
503-297-5045  
randall @edt.com



**Program:** Paint Clinic Pt. 2 & EFIS Q&A with Rob Hickman. Bring All 'yer EFIS Questions.  
**Location:** Randy Lervold's home  
**Address:** 5228 NW 14th Circle, Camas, WA  
**Date:** 7:00 PM, Mar 8<sup>th</sup>, 2007  
**Phone:** 360-817-9091

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

As he did with his RV-8, Randy is painting the plane himself and expects to be partially done with the paint by the time of the meeting. Accordingly, the program will be a follow up on the earlier painting tutorial and information on the electrical aspects of his newest craft.

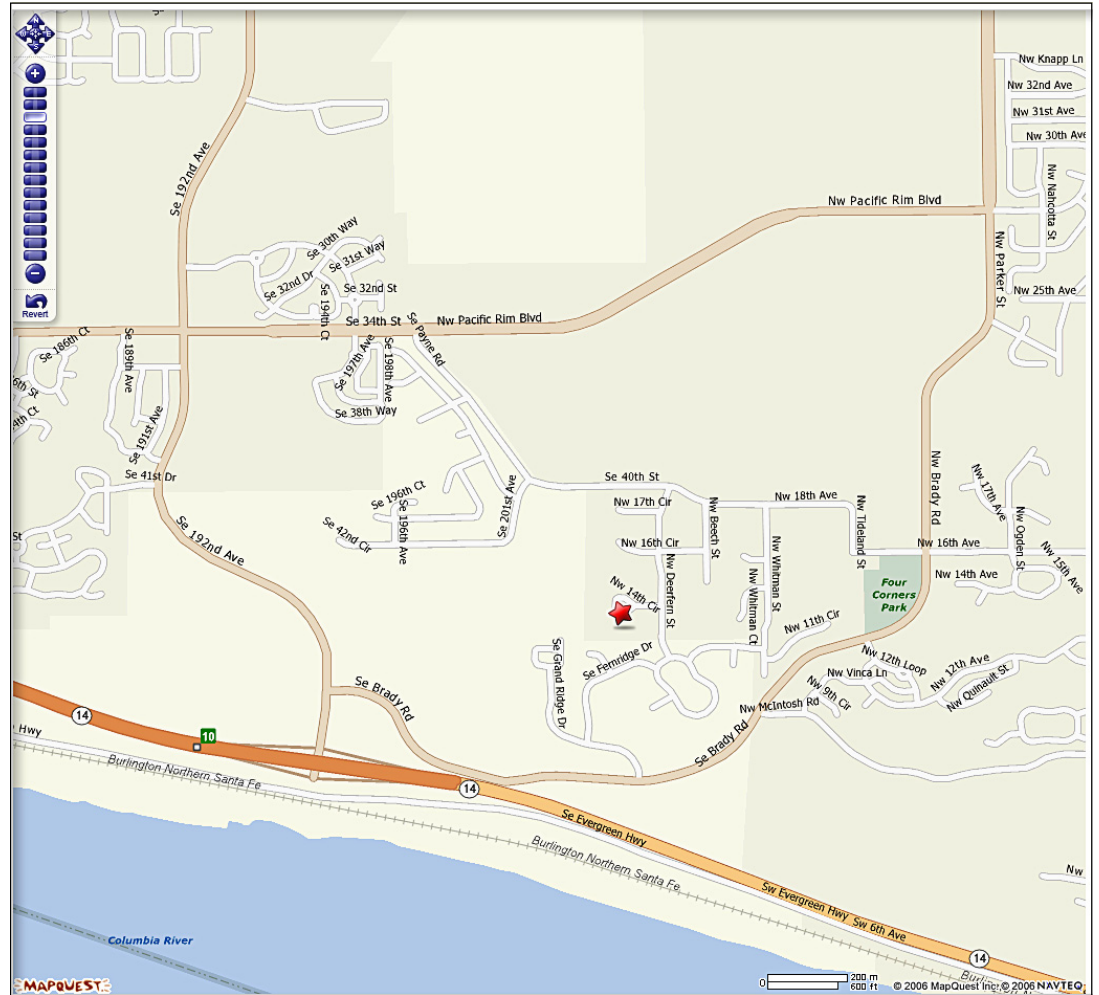
#### From Portland:

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

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

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

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



#### From the Air:

Sorry

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

- Apr 12<sup>th</sup>: TBD
- May 10<sup>th</sup>: Vans Aircraft
- June 14<sup>th</sup>: TBD
- July 13<sup>th</sup>: Arlington Fly-In Luau

# SAFETY THOUGHTS

## Twin Oaks Flight and Ground Operations

Len Kauffman



Our chapter hangar is now up and running. We've added a chapter fly-in to our poker-run weekend and more Young Eagles events are on the schedule. The chapter is on a roll and our activities at Twin Oaks Airpark are increasing. Your board of directors thought it worthwhile to review airport flight and ground procedures in the interest of safety and courtesy. Here are some basic airport facts as well as operational and safety issues.

### Twin Oaks Airpark (7S3):

- Runways: 02/20, 2465 by 48 feet asphalt (02 has 100 foot displaced threshold)
- Elevation: 170 feet
- Traffic Pattern: 1200 feet MSL, standard left hand traffic for both runways
- CTAF: 123.05
- Note: Watch for flocks of large waterfowl in airport vicinity from November through May

Either runway may be used for takeoff and landing as dictated by winds. In the past, landings on runway 20 were rare but are now common with southerly winds. Be sure to look BOTH WAYS for traffic. Runway 20 is preferred for takeoff (wind permitting). Aircraft departing 20 should make a 45° left turn soon after crossing the Tualatin River (just south of the runway). No straight out departures.

Preferred landing runway is 02 (wind permitting). If you choose to land on 20 when the wind is from the southeast, be alert for turbulence nearing the runway

and exercise extreme caution. Also watch for departing traffic on 20 AND 02 that may not be looking for you.

Make standard traffic entry (upwind, crosswind, 45° to downwind, etc.) at 1200' MSL. Straight-in landings are NOT RECOMMENDED. If there is any traffic in the pattern DO NOT make a straight-in landing. DO NOT make low passes over the runway – it's for takeoffs and landings, not to show off your aircraft or impress friends

If you have a radio USE IT to make standard calls on CTAF 123.05. A few aircraft without a radios operate from Twin Oaks so remain watchful of unreported traffic.

DO NOT park close to taxiways. Student pilots tend to concentrate on center taxiway lines and may not notice a clearance problem with parked aircraft – GIVE THEM ROOM. To reduce pedestrian traffic crossing the runway, it's best to park on East side of the runway whenever spots are available. The parking area continues down to our chapter hangar. Obviously we need to avoid rented tie-downs, so don't park in spots with an orange traffic cone. And don't block access to those spots (with a cone or automobile).



Another shot from the Felts field crew.



Overflow parking is West of the runway. Foot traffic crossing the runway can create a problem, especially with unaccompanied non-pilots. In the past, some folks have walked up to the runway edge to wait for landing or departing aircraft. Or worse, walked across the runway without looking. Here we should all be our brother's keeper. If we bring passengers, we should talk with them about runway crossing safety (safe distance, look both ways, etc.). We should caution anyone standing too close or about to cross the runway when aircraft are landing or taking off. Some non-flyers who come to breakfast may be unaware of "silent" landing aircraft as they cross the runway to ogle our planes. We plan to experiment with an orange-vested chapter member acting as Runway Monitor for our March breakfast. That might enhance safety.

Pilots must be keenly aware of his/her surroundings when starting their aircraft. It's a good idea to ask another pilot to act as ground-guide and keep the area clear. Breakfast visitors can move around quickly as we run our Before Starting checklist – especially small children. We could also help educate the public to the meaning of "Clear" or "Clear Prop" and dangers of a propeller.

If we all do our part, our expanding presence at Twin Oaks should be safe and friendly

...Len

# Tie down Hooks and Wheel Fairings – Ouch!

Len Kauffman

A friend stopped by my Aurora hangar several weeks ago. He taxied his RV-8 across the Pacific Coast Avionics parking ramp and shut down. After an hour-or-so chitchat he went back to his bird, did a walk around inspection and returned to my hangar for a roll of duct tape. Yikes, something bad happened. The right wheel fairing had a huge tear beginning just aft of the wheel all the way to the rear tip.

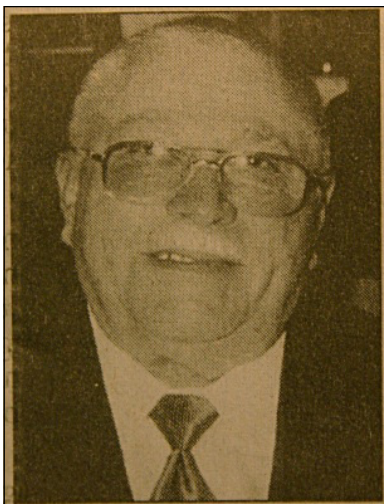
It turns out that while he taxied through the parking ramp he crossed a tie-down chain and the hook caught on his wheel fairing. When the chain became taut the hook ripped through the fiberglass like it was cardboard. He said he felt a little resistance but thought the wheel simply came through a tie-down depression.

After he left, I took a closer look at the chains and hooks (see photos). If a hook happens to point upward, perhaps resting on a chain link, it could be 2 inches high or more. Many fast homebuilt aircraft have wheel fairings well below that distance. Even if the hook is flat, it could roll upright when a tire passes over.

We may all want to keep an eye out for tie-down chains from now on and keep a safe distance away.



*A British chappie in a Eurofighter flies up to the "back door" of a C130 to say G'day & have his picture taken!  
Photo via Dave Schwartz.*



## RIP Al Corneliusen

Carl Battjes called to let me know that our friend and long time chapter 105 member, Al Corneliusen had recently died. His Oregonian obituary noted that he was born in Honolulu, in 1927 – when Hawaii was a territory. He served in the US Navy in the Korean war, then moved to Oregon for college and his career with the BPA as an architect/engineer.

The newspaper noted that he had "...several passions in life. He loved reading, music and painting, but most of all he loved to fly...He enjoyed working on his Cessna, Fly Baby and Mooney planes almost as much as flying them all over the country to attend airshows." He also volunteered at the Hillsboro airshows.

Carl related the wonderful times he had, flying to Oshkosh with Al and Al's wife, Angie.

# Board Meeting Highlights

Your Chapter 105 Board

The February Chapter 105 board meeting was called to order at 7:00 PM, 15feb07, at the Baja Fresh on Scholls Ferry Rd, Tigard. Attending this evening were Randy Lervold, Len Kauffman, Jim Mitchell, Dick VanGrunsven, Dunstan Fandel, Ron Singh, Tom Louris, Rion Bourgeois, Ralph Schildknecht, Joe Miller and Benton Holzwarth.

## Agenda business:

- The minutes of the January meeting were approved without further corrections, as printed in the Feb newsletter.
- The 'action items' list status was updated. Some items were deferred for further discussion, below.
- Randy included new member info (three this month) with the agenda he circulated (ties to the AI to circulate new member info to board members.) One has already been contacted, Len agreed to contact the other two.
- Randy working on soft-goods ActionItem. Considering a new 'merchandise' page for chapter website.
- Rion (via Bob) has new/repaired locks for the hangar plane doors. TomL has made keys for the man door, and distributed to the board members.
- Outdoor lighting: There has been some confusion WRT the outdoor light at the end of the hangar row. Current understanding is that Bob is just leaving 'em off to save power. When we have meetings, we can ask him to turn 'em on for the evening.
- Furnace wind-up timers installed. This adds a one-hour wind-up timer in series with the thermostat to avoid folks inadvertently leaving the heat on. Good work, JoeB.
- Dunstan agreed to cover the B-17 visit media activities.
- Rion has talked to the HIO Hangar 59 folks about how we can work more smoothly with them this time around.
- Rion talked with Bob Stark about our plan to expand the Poker Run into an all-day (or day and a half) fly-in event. He's OK with the idea.
- Young Eagles (RonS): Ron has planned our YE Day events to coincide with the Open Cockpit Day at Pearson

Air Museum, the B-17 visit, the NW RV Fly-In, the Poker Run (tho' some logistics still to sort out) plus Aug 26 at Twin Oaks. YE Pilot info update provided to Randy for the website table.

There was some discussion of the news that FAA is planning some changes that could affect YE pilots (new experience req's, etc.) No one knows much about it yet, but expect more news will issue from Nat'l, AOPA, etc. Ron says he plans to be more careful about checking the pilot requirements going forward, regardless.

- Hangar (Rion): The chapter hangar space is completely rented out now for member projects.
  - Breakfast: Randy has made a first pass at 'task-cards' -- info sheets for the KP volunteers to guide them on what needs to be done for any given position. Char has reviewed and suggested a change or two, and there were a couple more suggestions at the meeting. Randy and b'fast crew plan to work with them as they are for a month or two to validate this level before going back in and adding details to the back side of the cards. There are defined roles for 10 positions, expanding on the work done by Louise Lane.
  - Newsletter Costs: Charles Rice is now hiring the printing out in B/W. Cost comes to about \$20-21 / year to deliver a paper NL to one member. We charge \$5 more for members subscribing for paper. Agreed to leave it that way (\$20 vs. \$25). About 30 out of 220-ish members receive paper NLs. Dick suggests that Van's may be able to share their copier with us to further reduce printing costs, but this may add a logistical problem for Charles, getting from NE Portland out to Aurora.
  - Rosters (Benton): Last year's printing of 100 paper booklets has pretty well sold out. Benton is willing to produce again. Randy and Benton solicited updated info by email and in the NL. Those updates have been applied and the DB is updated and ready. We'll sell again for \$1, and provide an initial copy to new members, gratis. 100 copies seemed to be the right press run, last year.
- The option to withhold info from the roster was discussed at the Jan meeting. Discussion tonight was whether that choice completely removes the entry or just the phone numbers and email addresses. Decision is that it completely removes entry; easier to handle in the DB.

This also gives us greater latitude to sell booklets to non-members, a point of contention in the last year.

- Name tags: Len brought prepared sticky name-tags (identifying the wearer as a guest or new member) to the Jan general meeting and our new folks were tagged. The only problem with this scheme is the time and cost of running the sheets of name-tags through a printer.

Dunstan came prepared with quotes for commercially printed sticky tags with the chapter logo and guest/new member status. They wind up costing about a dime each in orders of 200 sheets with two-color printing.

Dunstan also researched engraved 'permanent' name tags. The type he reported on has a printed logo, allowing it to be much more detailed with the persons name engraved. The laminates are available in a wide choice of colors. Those tags would cost \$364 / 100 pcs plus a one-time \$75 set up fee. Dunstan has volunteered to gather names and manage an order for us once or twice a year. Board agreed to go forward with an order at least once. We'll include a check-box to order a tag on the renewal blanks at the member cost of \$5.

- Canopies: TomL chased down prices for logo-imprinted canopies. He found one place that would make a 10x15 shade with our logo printed in a couple places for \$550 plus \$450-600 for the logo printing. At this price, the board felt it better to pick up a couple of the cheaper canopies at GIJoes (or etc.) and add a second vinyl logo banner to the one we already have. Board agreed and Tom volunteered to pursue that route: Tom was authorized to watch for a sale and spend up to \$600 for two 10x10 canopies and pier block rigging similar to the arrangement he made for his canopy.

- New member welcome: Randy has talked with Zane Gard. Len will contact the other two new members to remind them of the next meetings and locations. If we can collect the info, we'll print a short bio paragraph (and photo!) in the NL to help the members recognize them.

## Open floor:

- Breakfast Saturday plane traffic (Rion): With the good weather coming, plane traffic will be growing. We should arrange for someone to stand by the ramp with an air-band radio to watch for conflicts between planes as well as watching for pedestrians crossing the runway and

parking advice. RalphS agreed to cover at least part of the time, tho' some relief will be needed as the days get busier. Ralph was authorized to buy an airhorn, and can use Rion's two-way radio. The high-traffic time comes around 7:30-7:45 and stays busy through about 9:00 on breakfast days.

- Further breakfast news: JoeM notes that his Dr surprised him with a prognosis that his knees are going bad. Joe has worked both b'fast shifts since forever, but we may need to call in additional help to cover his slot as he becomes less able to stand for the morning.

- Mini-Meetings (Dick): Dick will have a bit for the next NL, introducing the idea of mini-meetings. These are sessions to share info on some interesting and useful topic, but aren't expected to necessarily appeal to the entire membership. The groups might meet following the breakfast cleanup, or at some other time, and most likely down at the new chapter project hangar.

- DVD Player: The board re-iterated that JimM was authorized to buy one of the cheaper (\$30-ish) DVD players for the chapter hangar.

The meeting adjourned at 8:40.

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## 2006-07 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.

### 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 cur-

rently 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 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

### 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

### January '07

- Ron Singh / Young Eagles—Air Academy Scholarship
- Len Kauffman / Safety Thoughts: Are You Blind?
- Benton Holzwarth / A Holiday Soiree at the Hickman's
- Steve Mahoney / An Orcas Island Getaway
- Jim Bailie / Modifying Vise-Grips

### February '07

- Randy Lervold / State-of-the-Chapter, February '07
- Tom Sampson / The Truly Justifies the Means
- Dunstan Fandel / Braving the Elements to see Doug Stenger's RV-6 Project
- Paul Poberezny & Randy Lervold / Nat'l Recognition
- Safety Thoughts: Passenger Briefings
- Joe Blank / TnT: Build your own Wing Jacks

## 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

**Want To Buy** — RV-6 or 6A, 1/2 ownership or purchase outright (would consider 7 or 7A). Bob Duncan — n6tu@comcast.net [ 05/07 ]

**RV6A For Sale** -- N246H \$85,000; 28 hrs TT, new Lyc O-360-A1A 180 HP & comp-bal'd Hartzell C/S Prop, Vetterman Exh, 4 ch EGT 4 ch CHT, E-I



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## Editor's Notes

Benton Holzwarth v2

Isn't the weather supposed to start breaking about now? Snow on the valley floor? At the end of February? Makes a fella really want to grab the good days when they appear.

So what are you flying this year? Where are you flying to? Drop us a note about your plans for this season's grand adventures. Seems like more and more folks are taking their planes to Alaska. I'd just like to get out of the valley a little more this year; any direction will do.



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Another photo via Dave Schwartz.  
*Marc Lange our hero flies his C-195 Sat 2-4-2007 after 3 1/2 years of toil. He is breaking in his fresh 330 Jake(915 CI and a 9' long prop) at high power settings slurping fuel like a WW 2 fighter and seeing 185 MPH plus on the airspeed at 4000 ft. Marc had to slow down so Geroqe Perks could get these pictures from my C-185. I was flying at take off power and indicating 176. Marc's interior is beautiful and the airplane looks stunning when airborne. As Doug Sowder says you can not appreciate the grace of the airplane until it is airborne because of the large wing cord. What a great day for Marc and Gail Lange.*  
...Addison Pemberton

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

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24172 S. Skylane Dr.  
Canby, OR 97013

For renewals, indicate name &  
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*...it was a lovely day, waiting my turn at Jack Lenhardt's grass strip, while the other planes in the pattern made their landings. Rod Carson's Super Cub dropped in to a nice wheel landing.*

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

- Randy Lervold's Paint Clinic Pt. 2 & Wiring 101
- Mar 8<sup>th</sup>, 2007 @ 7:00 PM
- Map on pg. 9

**Next Board of Directors Meeting**

- Mar 15<sup>th</sup>, 2007 @ 7:00 PM
- Location: Baja Fresh on Scholls Ferry Rd, Tigard

**EAA Chapter 105 / Volume 47 Number 3 / March 2007**

Editor:  
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