



# EAA 105

PORTLAND OREGON



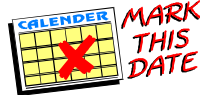
April 2007

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## Next Meetings

- **Apr 12<sup>th</sup>** 7:00 PM—Jim Maddox' RV-7A at the New Twin Oaks Chapter Hangar.
- **Apr 19<sup>th</sup>** Chapter Board Meeting, 7:00 PM at Baja Fresh on Scholls Ferry Rd, Tigard.
- **Apr 21<sup>st</sup>** 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

Denny Jackson and James Oveross brought their RV-8s to the chapter breakfast, on a fairly sodden March, first Saturday morning.

## Arlington Chapter Fly-Out

We've reserved space DL-6 for the chapter Luau this year. Registration is open now — <https://www.nweaa.org/secure/camping/>

## Breakfast KP Duty

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

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Charles Rice	Brent Anderson
Dave Salesky	Matt Benson
John Warren	Joe Blank
Robin Wessel	Tricia Blank
Matt Bailey	Larry Brons
David Carlson	Bob Brown
Kirby Caroll	Bryan Chilson
Mark Cattell	Bob Clark
Harvey Cheney	Peter Davis
Andrey Cheremnov	Randy DeBauw

### Saturday, May 5<sup>th</sup>, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
George Storey	Steve Young
John Trabosh	William Drake
Hank Bullock	Carl Dugger
Mel Carstetter	Bob Duncan
John Cox	Brian Duncan
Chuck Curtiss	Norm Durrell
Gary Daubert	Bruce Eicher
William DeLacey	Greg English
James Doherty	Dunstan Fandel
Brian Doyle	Ray Fogg

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

## Engraved Nametags Now Available



## Floyd Flyboy

- 1" x 3" custom engraved nametag
- Chapter 105 logo in color
- Show your chapter colors at events and meetings

Send \$5.00 to:

Dunstan Fandel  
5268 NW 151st Terrace  
Portland OR, 97229

An order will be placed as soon as we receive 50 requests — reorders as needed

## Loose Bits — More Eateries

### Pauline's Place — Florence

(From Randy DeBauw) I just wanted to give you a head's up on new eating place at Florence, Or. It is Pauline's Place. Their address is 165 Maple St. Florence, Or. 541-997-5005.

We flew into Florence [in early March] on Saturday and used one of two airport cars. The Mom and Daughter operation had great food. Very clean. It is in an old, nicely converted house.

### Hawaiian Island Cafe — Scappoose

(From Don Hammer) Karen and I recently went to Scappoose thinking that we were going to go to Josephine's which was the restaurant adjacent to the Bed & Breakfast next to the airport.

What we found was that the restaurant is under a new owner who converted it to one that offers authentic Hawaiian cuisine. It's now called the Hawaiian Island Cafe.

It has a larger menu and a selection that would be more broadly appealing, I suspect. And, we found the service to be great.

Their web site is : <http://www.haynislandcafe.com>

## Summer-time Meetings

Randall Henderson



The days are getting longer, and as your meeting coordinator that means I'm looking at venues that have an outdoor component, with an eye towards on-airport meetings for the benefit of those who can fly in (and to help get those motivational juices going for the still-building types!)

So I've just about wrapped up the spring/summer meeting schedule, and this year from May through September it's going to pretty much be an all-airport schedule. I'm pleased with the way things have worked out with these venues, because they comprise a good mix of what my goals are for the meetings. Namely, a major technical component that will be worthwhile to members who are building or maintaining experimental airplanes, along with aspects of flying safety and fun. And don't forget the always-present aviation camaraderie!

### Here's a preview of what's coming up:

**April 12:** Jim Maddox's RV-7A project at Twin Oaks. Jim's discussion of tricks he's come up with as well as things NOT to do (the hard way) when building a plane will combine with the opportunity for both flyers and drivers-in to see what's new at our chapter hangar.

**May 10:** Our annual visit to Van's Aircraft, where we'll learn all about the latest goings-on from RV central.

**June 14:** Vernonia fly-out / drive-out. Mike Seager will be grilling burgers and discussing experimental aircraft transition training at his hangar on this lovely airstrip in the middle of the coast range mountains.

**July 13:** Hawaiian shirts and hangar tales at EAA Arlington. Okay, this one is pretty much all camaraderie and no technical. But a while back we figured out that with so many of us going up to Arlington, no one was coming to the July meeting, so why fight it -- we'll just go up there and have a party!

**August 9:** Planes and Projects at Parkside. We did this last year and it went so well that we decided to do it again (plus they invited us). This lovely little residential airport near Battleground is home to a wide variety of fascinating projects and flying planes, including experimentals, aerobatic planes and vintage war-birds.

**September 13:** I'm still working on it, but I have a couple of good possibilities for one more on-airport meeting before the fall/winter weather sets in. Stay tuned.

Note that any of these could still change, so be sure to check the newsletter and website closer to the meeting dates. See you at the meeting!

# B-17

## FLYING FORTRESS

Aluminum Overcast

**MISSION:**  
**Hillsboro, Oregon**  
 June 1-3 2007

Hillsboro Airport  
 Premier Jet Center  
 3301A NE Cornell Road  
 (Next to the terminal)

**FLIGHT TIMES**  
 Daily at, 10:15, 11:00, 11:45, 12:30, 1:15

**GROUND TOURS**  
 2:00-6:00 daily

Tour stop hosted by EAA Chapter 105

Chapter pilots will be on hand Sat-Sun to provide FREE introductory Young Eagles flights to kids age 8-17.

To register your child for one of these flights, contact Ron Singh; 971-998-6989  
 rsingh75@comcast.net.

**MISSION COST: (PRE-STOP BOOKING PRICES)**

**\$359**      **\$399**  
 per person (EAA Members)      per person (non-Members)

**WALK UP PRICES**  
**\$385 EAA Member**  
**\$425 Non-EAA Member**

**Daily Ground Tours:**  
 Held after flight operations have stopped for the day.  
 Adults: \$6, Students: \$5, WWII Veterans FREE  
 Children under 8 (accompanied by adult) FREE  
 \$10 per family (adults & children under 18)

Special group rates are made available for schools and large tours. Limited availability. Please call for group reservations.  
*All dates and times are tentative and subject to change due to weather or other causes.*

**Call 800-359-6217**  
 for reservations and inquiries

Visit the B-17 website at [www.b17.org](http://www.b17.org)  
 e-mail: [b17@eaa.org](mailto:b17@eaa.org)

## Fly the Fortress!

EAA's B-17 Bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of battle in World War II. You can see and tour this historic airplane — and actually fly a mission!

# Planning Your Alaska Flight—Pt II

Charlie and Sheryle Kaluza

[ We began our trip to Alaska with Charlie and Sheryle Kaluza last month. We'll conclude the flight this month — Ed. ]

## 20 June 2006

Hello all,

Did a little flying yesterday giving a ride to an old friend of Phil's and then out to Kenai to visit friends. Had a nice visit and had a chance to fly up to the edge of Harding Ice Field, I would like to fly over the field to where we fish but the weather did not cooperate.

Started our trip back today, flying back through the Anchorage airspace went well but heard and saw more airplanes than the entire trip up. The pass which was so bumpy on the way up was a piece of cake today. Stopped in Gulkana for a stretch and fuel with the next leg to take us to Dawson City. About 30 miles north the way was blocked with rain. I knew the weather was coming but had hoped to beat it through the Alaska Range. Headed back to Gulkana to sit out the rain and finally gave up and checked into a bed and breakfast.

50-50 chance for tomorrow. Weather is looking good a few hours ahead but we have to get there. We are look-



Charlie and Sheryle Kaluza

ing forward to Dawson City.

More later

Chuck and Sheryle

## 21 June 2006

Well, we are warm and well fed in the Copper River Basin at Glennallen. Weather has improved here but the Pass through the Alaska range (Mentasta Pass) is still closed. We made it to within about 15 minutes of the better weather on the other side yesterday.

Must admit the day to sit and read a couple of books about the local bush pilots has been enjoyable enough but I was looking forward to visiting Dawson City and maybe taking the flight north along the road to the Arctic Circle. Phil, my brother, says Dawson City is worth a day or two, so if we can get out tomorrow, we will try and make the trip.

This is only the second time I have come to Alaska and not tried to go fishing. Last time was to do a certifying exam on a Doc in Kenai, which has led to a long-standing friendship. It has been a wonderful journey so far and the flying most enjoyable. Wish I could have flown over the ice field.

Seems there is a group of a dozen pilots also stranded here and they were trying to charter a bus to take them to Fairbanks. I think a nice nap makes more sense.

Slight chance we can get off late this afternoon.

more later

Chuck and Sheryle

PS The people here in Glenallen are very good to us. Thank God we have such a wonderful place to stay and a soft warm bed to sleep in!

I just returned from walking down the little driveway to the beauty shop where I had a hair appointment. Luckily, I could sit under the dryer and just mellow out.

Last night we took the owners of the B&B out to dinner (as we have no car and we needed to pick up our luggage from the airplane). So the best place to eat was a 15 minute ride to the Gulkana Carriage House. The food was very good and we could see the Gulkana River from



Glories streaming from above.

our table!

We each have books to read to occupy our time and I brought my watercolor paints too. So, with God's help we will again return to the skies and be headed for home—or the in the general direction:))))))))))

Charlie asked me to add that they have DSL here and have had it for five years

## 23 June 2006

Well, we gave up on going to Dawson City, weather just would not cooperate. We did get a break in the weather late yesterday afternoon and made a dash for the pass through the Alaska mountains. There was a stiff cross wind at Tok Junction so we headed down to Northway on the Canadian border. Nice weather and the wind was blowing right down the runway.

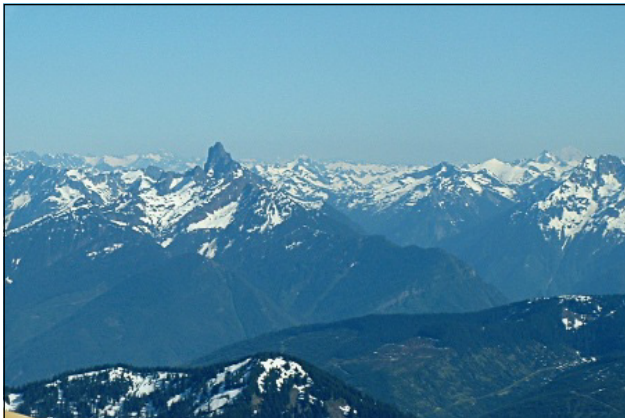
Now Northway is not a major metropolis, not even a major village. I think the log cabin lodge dates back to WWII. The room was reasonably clean but the water only dribbled out of the shower. We got to cook our own hamburgers on a George Forman Grill. It was still light when we went to sleep about 11. Sheryle woke up about 3am and the sun was already coming up. Not much of a night, but we slept in to about 8 am, when Johnny Cash at high volume woke us up. Had a nice breakfast and did the weather thing with Flight Service. Decided to head south and stay in the better weather. About 2 hours later we were in Whitehorse. I think the trip along Kluane Lake is the most visually



*Klune lake.*



*Northern Rockies.*



*Northern Cascades.*

appealing. The pictures do not do it justice.

Went through Canadian customs and had lunch. A short nap and checked the weather again. A storm system was moving in and the weather guy recommended we move out ahead of it. We left for Watson Lake and could see the clouds building up to the south and west. The weather was still good to the east and we decided to continue our flight to Fort Nelson on the east side of the Rockies. Flew along the Laird River which cuts through the Rockies creating the Grand Canyon of the Laird. Seems strange to have the sun setting already at 10 PM.

Met a fellow traveler who was in town for business, gave us a ride to a nice hotel. We ate at his restaurant and had a nice meal.

Not sure what tomorrow will bring...all depends on the weather. I was disappointed in not making it to Dawson City...next trip. About half way home but in no hurry.

More later.

Chuck and Sheryle

### **24 June 2006**

Well the weather kept getting better as we went south so we kept going.

The leg from Fort Nelson to Prince George via Fort St. John was a bit bumpy so we kept the speed down to about 120knots (138 mph) for a 2.9 hour trip, which is long enough at one sitting for me. We had a 45 minute crossing of the Rockies; we followed the road. The winding path in the valley amongst the mountains made for interesting flying. Sheryle did not appreciate the bumps and spent time singing, but the view was awesome. Hope the pictures come out, they never seem to capture the immensity of the land.

It was a longer more difficult trip following the road vs. the direct route via the Trench. We both would vote for the Trench as the preferred route from Prince George to Watson Lake. A couple of hundred miles shorter, not crossing and re-crossing the Rockies and just as pretty in its own way. Course you give up the long winding landing strip below you.

The weather was great south of Prince George with



*Hope.*

smoother air and almost no wind aloft, so we decided to fly the highway down to Bellingham on the north coast of Washington. This is the way we drove 8 years ago. Everything is fine until you reach Cache Creek. The road branches here, the left fork leads to Kamloops, which is the way we came. The right fork leads to Hope. We climbed to 9500 feet and followed the road to Hope. When you drive the road you are down in a valley and never appreciate the ruggedness of the country. From the air you see ice capped mountain after ice capped mountain with ice fields stretching to the west. A most impressive sight. The flying via the Kamloops route is much easier and I would consider it the preferred route in all but the best weather. If the air had been bumpy or if we had significant winds aloft, it would have been a rough ride to Hope.

It was about an hour through the mountains until Hope where the flat lands open up. I assume it was so named for a reason. Just coasted down to Bellingham for customs and a break. This leg was 2.7 hours. Customs was straight forward. The FBO let us use the courtesy car to drive to the local Greek restaurant and had a wonderful meal. We decided to just spend the night at the only motel close by but I passed on the wine for dinner just in case. Turns out there was no room at the Inn, so we decided to head back home. So, we lifted off for home. Seattle Control was not busy and they guided us through their airspace without a problem. After Anchorage it seemed pretty benign. Landed with about 1/2 hour of legal flying left, 1.8 hours total for this leg. Very

pretty flight with the sun gradually setting behind us.

It was a good trip...a 33 hour scenic flight. I did not get to fly to the Arctic Circle, over our fishing grounds or to Dawson City because of the weather. I guess this means I will need to do the trip again. We had not meant to do much in Alaska, this was a chance for me to view the country from above and it is even more awesome than I had imagined. Seeing the mountains from 40,000 feet is nice but you do not get the true feeling of their immensity. Driving, you are down in the valley and hemmed in. Flying in a small plane the mountains are visible and personal. An awesome trip in a plane we built. 11 years and 14,000 rivets made a wonderful flying machine. We traveled slower than normal because of the weather and burned less than 7 gallons an hour. Not sure we saved any money vs. flying with Alaska Airlines but it was the journey not the destination which was the goal. Course at the end of July I will return for a fishing trip.

Chuck and Sheryle

PS WOW!!!!!!!!!!!!!!!!!!!!!! We had a wonderful time in the sky:))))))))))))))))))

Traveling where clouds meet one another, seeing how they bridge mountains, or even undergoing an occasional light shower offered delight to our eyes and to our journey. And in the clouds I spotted feathers, a moustache, a dog chasing a bone, many angels (I think they were helping us sing). I am not the only one who sang in the plane; we both sang 'rounds' of "Home on the

Range" to keep us focused, and I highly recommend it!

We met some very kind souls AND some very strong characters. We slept in soft beds and in not so soft beds. We ate great food and some times we skipped or delayed meals to accommodate. "Mom Nature has her way," the airport manager in Northway, Alaska, said at breakfast the day we left there on our return.

And, although I am tired, I am refreshed!

There is no place like home.....

## Thoughts and after-thoughts Preparation

The single best resource for planning the trip was the Alaska Logbook, published by the Alaska Airman's Association. A good bit of info is available on the web. The weather cams in Alaska and Canada are excellent.

## Food

Many of the stops had limited or no food availability without going into town. At Prince George the terminal restaurant was closed at 1:30 PM. It would have been a \$30 taxi ride each way into town...so energy bars for lunch. The courtesy car which is so common in the lower 48 was never offered. The people were wonderful but ground transportation is an issue.

## Sleeping

We traveled without hotel reservations and the only time it was an issue was when we were weathered in. The

motel was full in Glennallen but they called the B & B for us. As you go north the accommodations become less sophisticated. Cost varied between \$60 and \$150 per night.

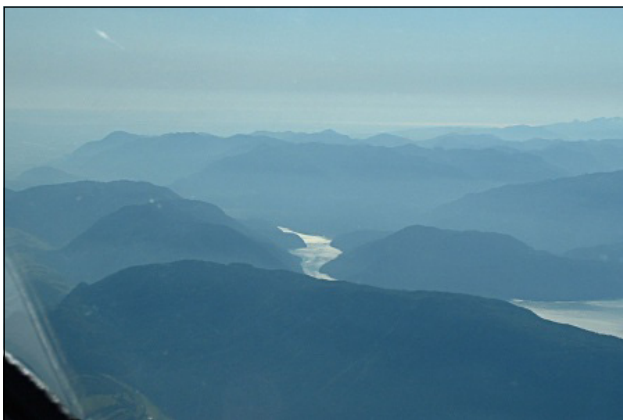
## Fuel

Fuel is readily available. Cost is higher in Canada and the further away from civilization you go.

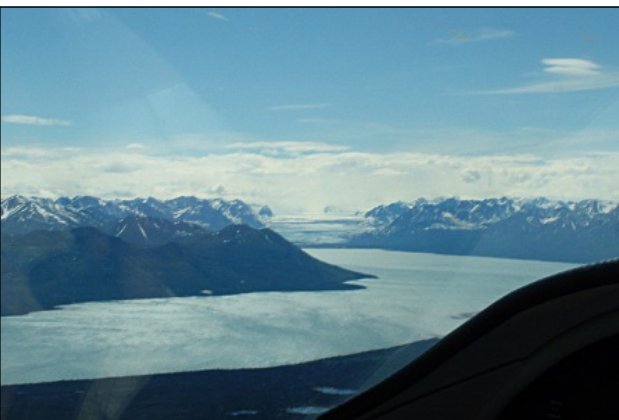
[ Story concludes with fuel usage table on next page. ]

## Packing List

- Airplane
  - Supplies
    - Oil, Tool Kit, Canopy Cover
  - Survival Kit
    - Tent, Axe, Fire Starter, Food, Water, Purifier, Compass, Saw, Snare Wire, Fishing equipment, Gillnet, Mosquito nets, Insect Repellent, Mirror, Flares, Conspicuity Panel, Manual, First Aid Kit, Shotgun?, Rope, Space Blanket, Whistle, Duct Tape
  - Charts
    - Seattle, Vancouver, Prince George, Fort Nelson, Alaska Highway, Whitehorse ?, Canada Flight Supplement, Anchorage, Fairbanks, CC-9, CC-11, Terminal Chart Anchorage, Alaska Supplement
  - Paperwork
    - Registration, Insurance, POH, Operating Limitations, Radio License, Passports, Canadian Validation



Fraser river.



Tazlina glacier.



Sunset over the Columbia river.

Fuel usage					
Airport	Flight time	Liters	Gallons	Can. Cost	US cost
Penticton	2.7	69.5	18.36	\$104.95	\$93.59
Prince George	2.4		20.60	\$125.42	\$111.84
Watson Lake	3.3	91.6	24.20	\$132.43	\$118.09
Whitehorse	1.8	56.5	14.93	\$93.79	\$83.64
Northway	1.9		12.60		\$68.09
Merill Field	2.7		18.40		\$76.05
Kenai & demo	1.6		14.70		\$65.82
Gulkana	2.8		12.70	\$63.80	\$56.89
Northway	1.4		12.20		\$65.88
Whitehorse	2.2		13.95	\$87.62	\$78.13
Fort Nelson	3.2		21.20	\$131.20	\$117.00
Prince George	2.9	72	19.02	\$113.94	\$101.61
Bellingham	2.7		18.00		\$83.70
Lenharts	1.8		12.60		\$53.90
Totals	33.4		233.46		\$1,174.23
Price / Gallon	\$5.03				
Ave fuel economy	6.99gph				



Unpacking, back home!

## RANDY LERVOLD'S PAINT CLINIC - PT II & EFIS SHOW 'N TELL W/ ROB HICKMAN

Benton Holzwarth

Randy Lervold hosted the evening meeting for about 40 attendees, opening with the usual chapter business, before shifting to a follow-up on his earlier Paint Clinic.

Everett Mellish (sp?) with his Sportsman 2+2 and Randy Griffin with his RV-8 claimed, or were reported to have made, recent first flights. Randy spent 8 years building his plane. New member Kim Vermilya attended her second meeting.

### Randy Lervold - Painting Tips

As an indication of how possible it is to produce a decent paint job at home, Randy said two RVs had been painted in his garage since the previous meeting there, in October '06 -- his -3 that we were inspecting at this meeting and Randy Griffin's RV-8 that had just had its first flight. His shop set-up includes building a plastic tent within the garage to pro-



Randy Lervold points out some of the highpoints of his paint techniques and equipment installation.

tect it from drifting spray, and flowing 'a lot' of air through the shop. Using HVLP gear (a \$400 DeVilbiss gun), they still wipe the plastic down after every third or fourth pot of paint, keeping the dried overspray and accumulated dust from the painted surfaces.

Randy likes working with the PPG paints, with the experience that they tolerate lower temps better than others he's worked with. He uses the 885 or 870 reducer, but has never needed to go to the 'fast' 860 reducer.

He plans the shooting of all larger parts, making sure he has tools and supplies organized to allow the job to be completed with the minimum of chances for hoses to bump into wet surfaces, etc.

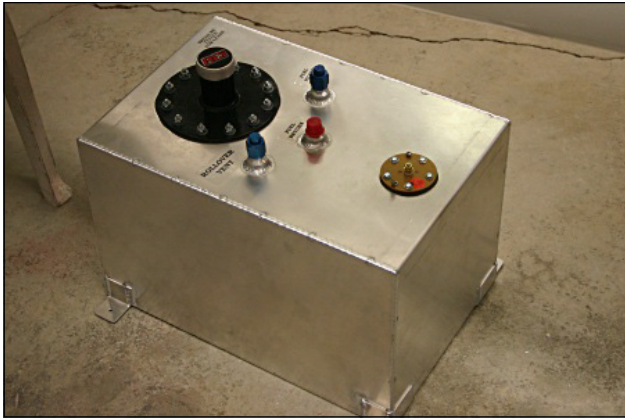
Another of his tricks is to have a second gun (and paint assistant when available) follow behind, loaded with straight reducer. With this, blending

areas where a fresh layer meets a previously laid down and now dry area, as when completing the wrap around a wing, is accomplished by spraying reducer over the blend line. Likewise, runs can be smoothed out by application of a little reducer before they set up.

Continuing with a few details of his RV-3 in progress, he says it carries 30 gallons of fuel in the wing tanks, which is a little short for 500 mile air races run at full throttle, so he's setting up to also include a removable 12 gallon aux tank to mount behind the seat. The tank was supplied by one of the automotive race-shops, and is available with or without internal flame-damping foam. Randy opted for the sans-foam version. His engine setup is an XP-360 case with -320 8.5:1 pistons. He's using fuel injection and a LASAR ignition.



Members inspect the engine and cockpit installations.



Randy's adding a removable 12 gal aux tank.

### Rob Hickman - Advanced Flight Systems

With Randy's painting tips out and questions answered, Rob Hickman took over to educate us on the principals behind his Advanced Flight Systems guidance systems and share some of the features now available and coming soon.

Rob covered answers to his top the asked questions (Your system will ship—Soon; Yes, the AHRS will work if the pitot tube gets ice; and yes you can display Glide Slope and Localizer on the screen) and much more. He's shipped about 40 of his new, combined EFIS and Engine Monitor systems (as of the first week of March) and adds about 10 units per week to the total. He uses an AHRS (Attitude and Heading Reference System) supplied by Crossbow. (Crossbow is one of the major suppliers of the AHRS subsystems, offering both certified and experimental versions.) Including himself, Rob now has five full-time engineers employed, including three developing the software for the systems. Along with the primary EFIS and engine displays, the Angle of Attack (AOA) system has been integrated.

The AHRS subsystem is built up from three orthogonally mounted solid-state gyros, using multiple microprocessors to extract position-rate information in three axis. While accurate over short time periods, all AHRS systems need external information to correct for long-term drift. Blue Mountain uses GPS data; Dynon uses 'air data', which Rob points out can be compromised by an iced-over pitot/static system. Rob's AFS design uses a magnetometer (electronic compass), accurately mounted

in the fuselage and aligned with the plane's longitudinal axis to provide long-term accuracy for the black box.

Crossbow provides the 500 series certified and 400 series experimental AHRS systems. The GPS-corrected experimental 400 series unit was the cause of Chelton's recent EFIS recall. Advanced Flight Systems uses a model 505 system, a derivative of the 500 series.

The systems include a battery backup spec'd to keep the system operating for an hour in the event of an electrical system failure. (In practice, it'll operate for about 1:45 from a full charge.) The backup power supply has the advantage that when cranking the engine, as the system voltage falls low enough for competitor's systems to drop off-line, AFS's switch immediately to backup, then resume drawing from the system power bus, allowing the engine instruments to remain active and available during the critical first few moments following engine start.

His systems use an SD (Secure Data) memory card (commonly used in cameras and other consumer gear). It records about 10 hours of engine and flight instrument data in a non-proprietary, simple numerical format. The cards are also used to import software updates into the aircraft-mounted systems.

Rob then shared a few details on upcoming features for his systems. He's working on (and demonstrated) a secondary LCD panel which can be set up as a second display on the main instrument panel, or be mounted for the backseat of a tandem seating ship, like his RV-4. (It



Rob's Advanced Flight Systems demo'd the slave display.



Rob walks the audience through the modes and features.

was his frequent backseater, son Jeff, that requested development of the slave panel.) It connects to the main unit via an ethernet cable.

Another feature now under development is ARINC-format signalling, to allow the systems to drive autopilots. They also calculate Density- Altitude, true airspeed and provide a G-meter function. A percent- power engine function is also under development, but is not as simple as just calculating a value from RPM and manifold pressure.

Voice alerts are provided for many conditions, with the voice provided by Jenny Hickman. The LCDs used are 'transflective' giving them good viewing characteristics in bright daylight as well as backlit nighttime conditions.

He also brought along a key piece of his test and calibration gear, an RVSM Air Data test set. The \$44k piece of gear reproduces pitot/static conditions accurately to one foot of altitude.

Rob says he's logged 130 hours in his RV-4 in the last seven months testing SW updates to the flight systems. His systems are more expensive than Dynon's, due in large part to the more expensive AHRS subsystem he includes.



**Meeting Coordinator:**  
**Randall Henderson**

503-297-5045  
randall @edt.com

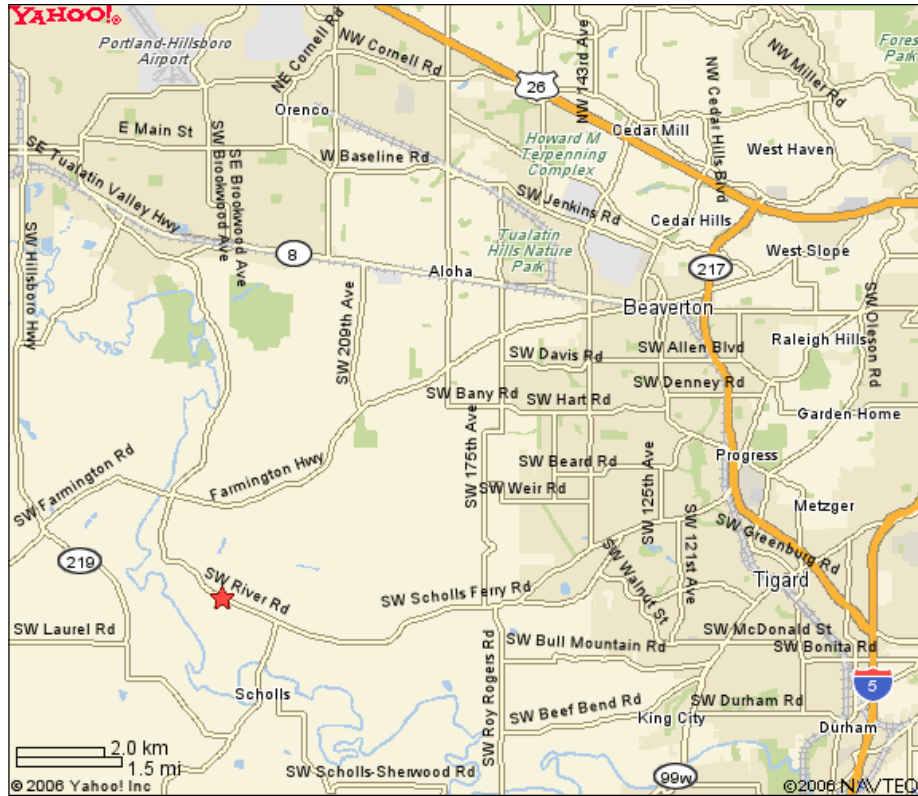


**Program:** Jim Maddox' RV-7A  
**Location:** NEW Chapter Clubhouse/  
Hangar, Twin Oaks Airpark  
**Address:** 12405 SW River Rd, Hillsboro  
**Date:** 7:00 PM, Apr 12<sup>th</sup>, 2007

The April meeting will be at the chapter hangar at Twin Oaks. The project is Jim Maddox's RV-7A. Jim has made good progress on his kit, progressing from the raw QB to the engine/instruments phase in under 2 years. He also has the distinction of being our #1 chapter hangar tenant, and has graciously offered to show us around his airplane and relate some miscellaneous tips and tricks that he's come up with while building his plane, as well as some things he learned NOT to do (the hard way) while putting together his instrument panel. Members are encouraged to contribute their own tips, tricks and gotchas to this discussion.

**From Portland:** Take Highway 217 to the Scholls Ferry exit, go west on Scholls Ferry for approx. 7 miles. There is a flashing yellow light where Scholls Ferry makes a hard left turn to go to Sherwood; DON'T make this left, but instead continue west and you'll be on River Road. About one mile past the flashing yellow light is Twin Oaks, on the left. If you get to the four way stop at Farmington, you've gone too far.

**From Hillsboro:** Take River road south. About one mile beyond the Farmington Road intersection is Twin Oaks Airpark, on the right.



**Parking:** Park in the upper lot and walk down to the hangar, or drive down the gravel road on the east side of the hangars, and park on the gravel south of the last row of hangars. Please don't drive down the west side/taxiway, and don't park on the taxiway. The chapter hangar is at the west end of the southern-most hangar bank (end hangar).

**From the Air:** The identifier is 7S3. Twin Oaks is a "non-standard" airport with noise abatement requirements; be sure to check the flight guide and follow the published procedures. There are a few spaces down by the hangar but they'll fill up quickly, so best bet will be to park your plane in the transient parking area by the fuel pump, or over on the west side of the runway.

**AT ALL TIMES** be aware and cautious of landing/taxiing airplanes. If you bring friends or family, be sure to brief them on airport safety and etiquette.

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**

- May 10<sup>th</sup>: Vans Aircraft—UAO
- June 14<sup>th</sup>: Vernonia
- July 13<sup>th</sup>: Arlington Fly-In Luau



# New Members and Members in New Places

## David Burkhardt— Serving Our Country

Len Kauffman

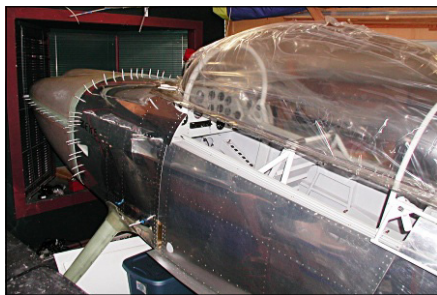
Fellow EAA 105 member David Burkhardt began building his RV-8 in the summer of 2004. It's now on wheels with much of the fiberglass done and sporting an O-320 Lycoming. He'll add a wooden prop and Dynon EFIS D10A, finish the seats and canopy, do a little firewall forward work, mount the wings and then go fly.



*David with daughter Aryn on a short visit to Portland..*

Unfortunately, nothing has been done to the bird for over ten months. No he's not slacking off. He's in Mosul, Iraq, serving our country in the US Army. Major Burkhardt has been in the Army (Active Duty and Reserves) for 18 years. He was called to duty in May 2006 with the LOGCAP Support Unit (Logistics Civil Augmentation Program) at Fort Belvoir, VA. Following a month of specialized training at Belvoir, the unit shipped out to Iraq where they support the 25 Infantry Division up north. He's a Combat Engineer with the mission to

provide engineer support to remote areas of the battlefield. David received the Combat Action Badge for a January 2007 engagement with the



*David's RV-8 project awaits his return.*

enemy and has been put in for a Bronze Star.

He has been flying helicopters for 25 years and was flying for KPTV FOX 12 in Portland prior to being activated.

Last October he came home for a two week R & R and saw his daughter, Aryn, for the first time. She was born 9 August 2006. David returns home to his wife Tammi, Aryn and the RV-8 early this June. We might even nab him for KP duty at the July Breakfast – keep an eye out for him.

In his absence, Tammi has been mother and housekeeper while working full-time at Reed College in development.

If anyone would like to send a message to David, his email address is david.a.burkhardt@us.army.mil.

THANK YOU for your service, David. We look forward to your return.

---

## Kim Vermilya

I learned how to fly in Klamath Falls, Oregon. I got my pilot certificate in 2000. It did not take me long to realize that flying was expensive. So I got my advanced ground school instructor certificate in 2001 and started teaching for flight time. It was a small town and I probably only was able to teach two classes a year, so I am a still a low hour pilot.

I moved to Florida for a year and attended ERAU. It was hard being that far away from family so I returned to my hometown (Portland) and decided to finish the project my father started before he passed away. I am restoring a 1947 Stinson 108-2 station wagon.

My brother has the plane and "stuff" in his garage, which is why you will see him at some of the meetings. He is afraid he will never get his garage back, because I refer to it as my hanger.

It was suggested to me to join an EAA group for learning new skills and so far it has been great. Pretty soon I will need to learn to fly a tail dragger!

## Zane Gard

I'm a Chiropractor in the Beaverton area. I've been a licensed pilot since 1986 which is the year I completed building an American Aircraft Falcon XP, featured in the March 1988 and 1994 Special 10th Anniversary issues of Sport Pilot magazine.



My earliest memories are flying with my Dad when I was just two, I remember the red Apache he had back then, which he sold before I turned three.

I've logged time in everything from that little homebuilt I made to a C-130. My favorite aircraft I've flown is a Sotaca TBM700 which is probably as close as you can get to a perfect personal aircraft. At the time I built my homebuilt I was the vice president for the BMW-CCA San Diego chapter. I raced and instructed high performance driving schools at the time. I have settled down a bit with age and have a three year old daughter that really likes all kinds of airplanes, Dora the Explorer and the Doobie Brothers.

As a hobby I've been quite actively involved in testing and reviewing simulator aircraft and other add-ons for Microsoft's Flight Simulator. I no longer own the Falcon XP but am looking forward to getting another aircraft in the next couple of years.

---

## Larry Brons

I'm married to Kelley. We have a daughter named Kayla. Kayla was born Nov. 16, 1995.

I started flying in high school back in the late 70's. I sold my business 4 1/2 years ago and began a new career in aviation as a professional pilot. I fly a jet for Aurora Aviation.

I started building an RV 9A 2 1/2 years ago. I'm in the final stages of completion. I should be ready for final inspection by the end of March. My reserved number is N1695. My daughter thought that was cool. As pilots, we'll go to great lengths to win supporters.

Thanks, I'm looking forward to being part of 105.

[Send pictures of your first flight! —Ed.]

# SAFETY THOUGHTS

## Pull Pitch and Take It Around

Len Kauffman



"If it doesn't look right, pull pitch and take it around"

"If it doesn't look right, pull pitch and take it around"

"If it doesn't look right, pull pitch and take it around"

The smart looking Captain, in starched and pressed Khaki uniform, is at the instructor's lectern beginning the class:

"If it doesn't look right, pull pitch and take it around"

"If it doesn't look right, pull pitch and take it around"

It's early 1967 at the Army's Primary Helicopter Training Center, Fort Wolters, Texas, and I'm in class with around 50 other green Lieutenants. We spend half a day at the flight line and the other half in class studying the multitude of topics the Army wants us to know. The Captain continues:

"If it doesn't look right, pull pitch and take it around"

"Pull pitch and take it around"

"Pull pitch and take it around"

In a helicopter, pulling pitch means raising the collective (the lever next to your left leg) to increase main rotor pitch while rolling on throttle (at the end of the collective) to maintain RPM. It's the equivalent to adding throttle and raising the nose in your airplane for a go-around.

"If it doesn't look right, pull pitch and take it around"

"Pull pitch and take it around"

"Pull pitch and take it around"

All of our instructors are Army Aviators who have served flying tours in Vietnam. They have walked-the-talk and are the source of valuable information that will hopefully keep us alive. They are almost universally good instructors.

"If it doesn't look right, pull pitch and take it around"

"Pull pitch and take it around"

"Pull pitch and take it around"

We're getting the idea he'll be discussing go-arounds today. But this class has been in progress for some time now and we've only heard eleven words.

"If it doesn't look right, pull pitch and take it around"

"Pull pitch and take it around"

"Pull pitch and take it around"

By now everyone is beginning to wonder what's wrong with this guy? Why is he wasting our time with this gibberish? We're glancing at our buddies and making gestures about this piece-of-work. A little snickering here and there. Unaffected, he goes on:

"Pull pitch and take it around"

"Pull pitch and take it around"

"Pull pitch and take it around"

I'm feeling somewhat embarrassed for this guy while he stands there making a fool of himself.

"Pull pitch and take it around"

"Pull pitch and take it around"

I won't go on as long as he did, but I'll tell you one thing. Forty years later, I remember those eleven words more than anything else from our nine months in class. And I don't snicker now. Today when I approach an airfield with any degree of difficulty, in the back of my mind I

replay, "If it doesn't look right, pull pitch and take it around."

Every approach is a moment-by-moment assessment of airspeed, descent angle, wind, runway condition, obstacles and airport environment hazards such as other aircraft, vehicles and animals. If it doesn't look right (without time to correct) we must "Pull pitch and take it around." At some airports we don't have the privilege of going-around. The now closed Flying M and Idaho backcountry airports come to mind. There a decision must be made early and if there is doubt, "Pull pitch and take it around" before that option is lost.

Over the years I've been in numerous classes, training sessions and investigations studying aircraft accidents. A good number dealt with hot, long, slow or unstable approaches. If those guys had only "pulled pitch and taken it around" they might not have turned into study material. The light plane over-shoot/over-bank to final stall spin accidents also fit in here.

I'm sure that many of us have salvaged landings when a more prudent option would have been to go-around. Pilots remain committed to a less than desirable approach for a number of reasons. It might be pride. Could be the mindset "I'm going to land this thing now, no matter what." Or maybe tunnel vision on the runway causing other important items to be overlooked - like airspeed, wind shift, aircraft taxiing onto the runway or landing in the opposite direction, a deer approaching the runway, etc. We're more likely to have tunnel vision when we're stressed or uneasy about the landing situation. That alone might be a good signal to "Pull pitch and take it around."

The traffic issue is a big one around airports. There have been accidents where the landing aircraft struck another that was holding in position on the runway. Obviously, there was controller error in those cases (at towered airports) but it's still the pilot's responsibility to see and avoid ANY obstruction. I remember seeing a low wing and a high wing nearly collide on final at Albany years ago. Another time I was turning final from right base for

Scappoose Rwy 33 when I noticed a Cessna turning final from left base. We didn't nearly collide, but came much closer than I would like. Why didn't I see it sooner? I simply was not looking for aircraft in that position. I should have, since some folks may not know that right traffic is used 33. And we should always watch for taxiing traffic and opposite way traffic that may not see us or hear our calls. Not everyone has or uses a radio. Traffic conflict equals go-around in most cases.

We may see increasing go-arounds at Twin Oaks as more aircraft land on Rwy 20. How often do we complete a

run-up at 20, check downwind, base and final for 02 traffic, and then takeoff without looking to the North? Pilots on final for 20 should be primed to "take it around" when an aircraft is holding at 20.

Remember the Kenny Rogers song, "*Know when to hold 'em, know when to fold 'em*"? Let's think about it this way: We must know when to hold onto the approach and know when to fold it and go-around. Kept in mind and used properly, it's a practice that could help keep us and our passengers alive and well.



## Greg Halverson's First Flight



I'm happy to report the first flight of 319GH on Feb.1. Other than the usual wing heaviness and minor instrumentation issues, it flew just like an RV should.

This is the second RV-6 I've built and it incorporated some "newer" updates over the old one. The new 6 has electric trim and flaps, Trio autopilot, Garmin GPS, a constant-speed prop and a homebuilt Lycoming O-360. I still made my main priorities to keep it simple and light (1022 lbs. finished).

Those who came to the monthly builders meeting Feb. 2006 saw this engine, in pieces, on display. It took 4

months of rebuilding and, while frustrating at times (chasing down specific Lyc. parts and a long cylinder overhaul process), it was educational and I would do it again.

For those of you who know my airplane painting skills, you'll be happy to know that this plane will be left in aluminum (unpainted) with some adhesive pinstripes eventually.

I have to admit that flying for the first time behind a new airframe and powerplant gave me some apprehension but I took time to get recurrent RV-6 time with Mike Seager and went through intensive pre-flight checks and procedures. I also had inputs from Frank Snead (DAR) and others prior to my first flight. I do a post-flight inspection each flight, at this stage, where the cowl comes off and all systems are re-examined. For those of us flying homebuilts you already know that you're never really finished after the first flight and I still spend 3

hours on the ground for every hour in the air.

Overall its the process of building, the people and the tangible product of these creative efforts that make this hobby so enriching and fun.

## 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.

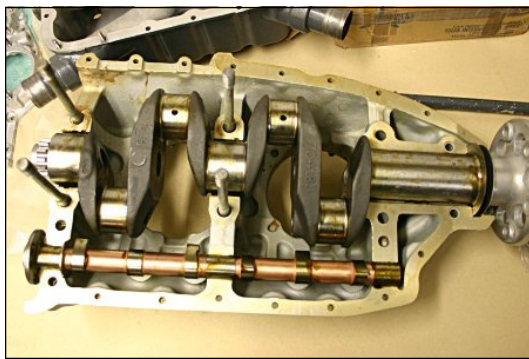
Speaking of our fly-in t-shirt — every year it's a new design with a new plane (or planes) featured. They've become something of a collector's item, with many people taking pride in owning one from every year. Some of the past years shirts are still available for sale at the monthly breakfasts. Just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

Blue Skies!

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



Greg Halverson's RV-6, ready to fly.



Greg's engine as displayed, in February '06.

# Tips 'n Techniques

## Under-dimpling Epidemic

Randy Lervold



As an EAA Technical Counselor I am asked to check quite a few projects in their early stages. Of course this is a good idea so that the builder doesn't progress too far down the construction path with any bad metalworking habits. There is one problem I see in so many cases that I'd call it chronic: under-dimpling aluminum skins. Lately an increasing number of builders are opting for the somewhat new DRDT-2 welded steel c-frame rivet dimpler from Experimental Aero. According to their web site...

"It replaces the common impact c-frame rivet dimplers of the past. With its simple mechanical advantage, dimpling is fast, easy, noise free, less fatiguing and safe on the skins. With a fully adjustable die holder you can achieve consistent and accurate dimples\*\*.

incorporates a new low force spring return system that prevents skin damage from the accidental release of the handle without increasing the force required to dimple."

Metal airplane builders have two basic ways to dimple skins and ribs for flush rivets: by using a c-frame impact dimpler, or by using a squeezer (manual or pneumatic or manual). Now the DRDT-2 comes along providing a variation on the c-frame method.

After noticing several builders in a row who were under-dimpling their holes I remembered that all of them had been using the DRDT-2 and became suspicious. Finally, when inspecting Bruce Swayze's RV-7A empennage work recently where I noticed the same thing, I began to suspect a correlation. Bruce of course wanted to do the best work possible so he shared my concern and curiosity. I encouraged him to conduct some tests, which he did. He took several pieces of scrap aluminum and drilled lines of holes to conduct dimpling tests on. The test rows consisted of the following:

Row 1: Holes dimpled with the DRDT-2 adjusted with the dies just touching with nothing between them.

Row 2: Holes dimpled with the DRDT-2 adjusted with some preload on the dies so that the frame bends a bit

when fully closed.

Row 3: Holes dimpled at my house with a conventional c-frame dimpler and poly dimpling hammer from Avery Tools.

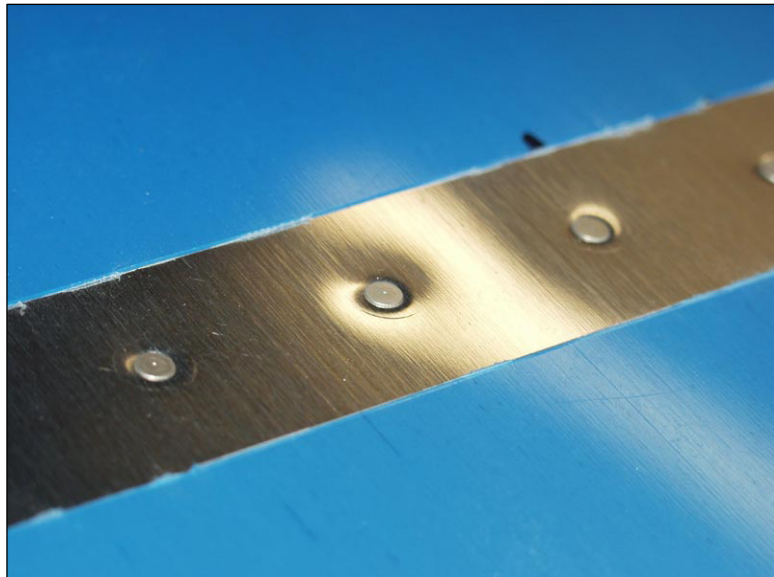


After conducting these tests Bruce and I both inspected the rows in good light. Our conclusion was unanimous: even though Row 2 was an improvement over Row 1, Row 3 yielded the best looking dimples. The conclusion that can be drawn from this is clear: if you are using a DRDT-2 make sure you adjust it with some preload to get the best possible dimple. If you haven't purchased your dimpling solution yet though consider a convention impact c-frame. I know this will not be a popular point of view but the results speak for themselves.

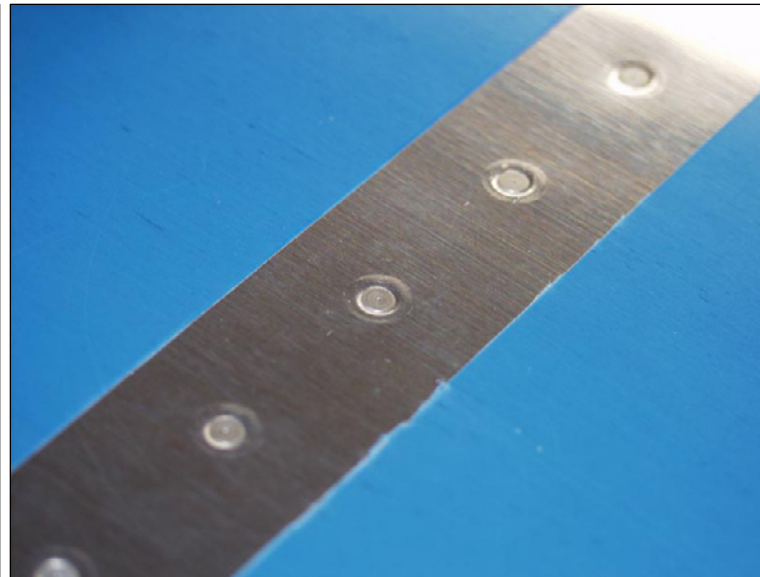
Regarding dimples, these two pictures show fairly clearly a row of under-dimpled holes and one correctly dimpled. Note the "halo" made from the dimple die around the correctly dimpled holes. Under-dimpling is easily spotted by a general area of depression around the dimple and no halo whereas the properly dimpled hole has a crisp edge and no general depression leaving a dead flat surface.

Further information on the DRDT-2 can be found at [www.experimentalaero.com/DRDT-2.htm](http://www.experimentalaero.com/DRDT-2.htm). Thanks to Bruce for taking the time to conduct these tests, it was very informative for me. I don't mean to be old fashioned, but I'm sticking with my classic c-frame dimpler.

...Randy



Example: under-dimpled skin, note the general depression.



Example: correctly-dimpled skin, note the flat metal with sharp depression.

# Board Meeting Highlights

Your Chapter 105 Board

The February Chapter 105 board meeting was called to order at 7:00 PM, 15 Mar 07, at the Baja Fresh on Scholls Ferry Rd, Tigard. Attending this evening were Randy Lervold, Dunstan Fandel, Rion Bourgeois, Joe Blank, Mike McGee, Ralph Schildknecht, Jim Mitchell, Warren Fraim, Tom Louris, Len Kauffman, Joe Miller and Benton Holzwarth.

## Agenda business:

Randy noted he has new job. He'll soldier on as our Pres, but warns he may be out of area more than in the past.

The February board minutes were approved without correction.

- Hangars: Rion reported the Benedict RV-4, occupying our G-3 hangar, seems to have been sold but is remaining in the hangar for now. Jim Maddox is working on his RV in G-1, so both hangars are filled for now with another request for space waiting in the wings.

Rion has provided further decoration, with an added US map for cross country planning. The DVD player and TV are rigged, but the computer is still waiting. We have an OK to use the airpark's wireless internet connection, but reception at row G may be difficult without a high-gain antenna.

The new club hangar is getting more comfortable, and Rion (and the board) wishes folks would start hanging out there more.

Hangar window Blinds: Dunstan is still carrying this task. Nothing to report.

MikeM reports one of the compressed air stations was leaking badly. (Par for a system built up from Harbor Freight gear, we agree.) It's repaired now, but Mike asks anyone noticing other problems to let him know.

- Breakfast Ops: Len reports the task cards are usable with changes and improvements still coming in. Char has them in her queue now, for more suggestions.

- Bacon Presses: JoeM reports two types were found, a cast iron model at \$8.50 an aluminum model at \$10.50.

There was some concern about AI impacting the food taste or safety, but figure if they come in AI, it must be OK. We'll start with four of the cast iron ones.

Bacon grilling: We also need to chase down a shelf or table for use at the bacon grilling operation. A visiting health inspector pointed out that our putting the bacon boxes on the floor while shifting packages is a no-no. Len handling this shopping task.

- Runway safety: Ralph has purchased an air-horn for signaling. The 7:45 to 9:00 AM is the peak-arrival time. Ralph would also like someone to spell him, so he can get a bite himself. There was some concern of liability, but the intention is NOT to act at air traffic control, but merely to warn pedestrians crossing the runway, advise landing airplanes of the parking situation or provide warnings to pilots that other pilots noticing an unsafe situation might call out.

- Canopies: Last month's discussion on purchasing a pair of canopies continued with choices becoming available in the stores about now. We reviewed that TomL was approved to spend up to \$600 for said canopies. We kicked around a more ideas for anchoring the legs that would work on pavement vs. the anchor-screws.

TomL's waiting for them to show up in stores. Saw one at Costco at \$189. 10x10 popup. Randy saw this model also and both agree it seems flimsy. GIJoels was checked on-line. We'd like to have these available by the time of the B-17 event. We kicked around alternatives to pier blocks to weight the legs. Rion suggests using a 5gal bucket, filled with water, as it's visually larger (less of a tripping hazard) and avoids the fixed weight.

- Nametags: Dunstan has ordered and received temporary name blanks, preprinted with the chapter logo. He's also forwarded sample artwork to Benton for permanent nametags and ordering info. Benton slipped up by not including in the March NL issue. Will get it into the April edition.

- Golf Cart: The hangar 'courtesy car' seems to be working well, and with experience, trust in the charger and it's auto-shutoff timer is growing. Len provided a large flag for it, which has yet to be mounted. [It's now mounted, I'm told. -Ed] We'd like to go ahead with that, someone will need to take stock of the available materi-

als or suggest a shopping list for more.

- Rosters: Randy suggests the annual renewal cycle has quieted. Benton will tap him for a copy of the DB in a couple weeks after some other tasks are covered.

- New Members: Randy reports one or two new members joined this month, but the applications were tossed and it's not possible now to determine who they were. The concern is that we're trying to make special outreach efforts to new members and may miss these folks.

## Open floor:

There was some talk and back-patting on our letter of congratulations and appreciation received from Paul Poberezny on the quality of our newsletter. That was followed by note of our surprise that one of Len's Safety columns was extracted from our NL and forwarded to all NL editors for use in their newsletters. (Benton had heard word that such a program was in the works from national, but nothing more.) We decided as a group, and Len in particular in this case, that we're fine with national's reuse of our articles.

- B-17 Promotion: Dunstan reports he's talked at length with EAA's media rep. Their advice was to push TV coverage, since print outlets need more advance scheduling. Dunstan has talked to the Ch-12 folks who gave us such good coverage last year. Also talked to Portland Trib. It's print, but we'll try to hook them up to get their needs covered at the media-day for the B-17s stop at Salem, the weekend before it comes to Hillsboro. Still working to hook up with someone at the Oregonian newspaper. Also connected up with the local chapter of the Airforce historical society, who can provide interviews and 'color' for reporters working on stories. Still needs to hook up with Tillamook Air Museum folks.

Dunstan has a template for the B-17 tour flyer. Will fill in the details for the Hillsboro stop, then forward to Benton. [Received and included in the April NL. Benton]

- Arlington Luau: Question was asked whether on-line signups have opened yet. No information was immediately available. [Randy has since made reservations for the chapter's Luau space, and forwarded info to all members.]

- Vendors at Events: Rion has had a request from a local

aviation insurance agency, enquiring whether they could set up a table and offer insurance info at our breakfasts. Board agreed that's OK with us as long as they're willing to set up a table and signs but not otherwise prey upon members waiting in the cashier line, etc. It was suggested that the NW RV Fly-In might also be a 'natural' place for them to set up an info-table.

- NW RV Fly-In: JoeB is deep in planning. Especially needs help in the lunch prep/serve area. Brief discussion concluded that food is essential with so many people coming distances, to be here over the lunch-hour. Having it catered was considered; Rion points out that us just taking a cut from having a commercial caterer cover it would be a problem for our tax status. There was a suggestion to have 902 handle it, since they're set up with the jumbo burger grill and handle other events like the annual Homecoming at Van's. JoeB received an OK to approach 902 about handling this part of fly-in event.

Len is handling the event t-shirt and has it underway. Everything should be ready by Father's day.

Our next meeting will be on April 19th. We'll need to meet to, at the least, review prep for the B-17 visit.

The meeting was adjourned at 8:25 PM.

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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.

### 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 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

### March '07

- Dick VanGrunsven / Special Interest Group Meetings
- Charlie & Sheryle Kaluza / Planning Your Alaska Flight
- Benton Holzwarth / Mike & Jeff Baxter's RV-7 Project
- Len Kauffman / Safety Thoughts: Twin Oaks Flight and Ground Operations
- Len Kauffman / Tie Down Hooks and Wheel Fairings — Ouch!

## 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



**Paint for sale** — Ranthane polyurethane AN Orange Yellow (a bright, rich yellow) plus catalyst and thinner to make 5 gallons (\$500). 1 gal. Ranthane Tennessee Red (\$100). 4 gal. epoxy primer (\$100). 3 qts. Alumadyne (\$11). 2 qts. metal cleaner (\$15). All for \$600 OBO. [www.eaa105.org/Planes/Parks/parks.html](http://www.eaa105.org/Planes/Parks/parks.html) to see the color(s). Dann Parks 360-687-7441 [dparks@spiritone.com](mailto:dparks@spiritone.com) [07/07]

**Want To Buy** — RV-6 or 6A, 1/2 ownership or purchase outright (would consider 7 or 7A). Bob Duncan — [n6tu@comcast.net](mailto: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 Smart Engine Analyzer & Fuel Level Gage, light RV7 Engine Cowl, RV7 Wheel Fairings, Sliding Canopy. Garmin SL40 Com Radio, SL70 Transponder & GPS295. PS3000 Intercom. NavAid Autopilot with GPS Interface. Bob Haan 503-366-8016 [06/07]



## 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](mailto: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](mailto:ecaps.1@juno.com) or 503-851-6375

## Editor's Notes

Benton Holzwarth v2

Things seem to be clipping along nicely with the chapter. The summer events are lining up, with all due planning needing to get done, getting done.

### Special Interest Group Meetings

Dick VanGrunsven hosted a fun meeting in March for anyone who was interested in seeing a couple DVDs on soaring then talking a little about how the competitions are run and what we'd seen. Made good use of the new club-hangar and its video equipment.

Have a homebuilding or related topic you'd like to learn more about or have something you'd like to present? Talk to a board member about putting together a session.



**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](mailto: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





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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

For renewals, indicate name &  
**changed** information only

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/St/Zip: \_\_\_\_\_

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

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

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

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

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

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

New  Renewal

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\_\_\_\_\_ yrs, \_\_\_\_\_ \$total

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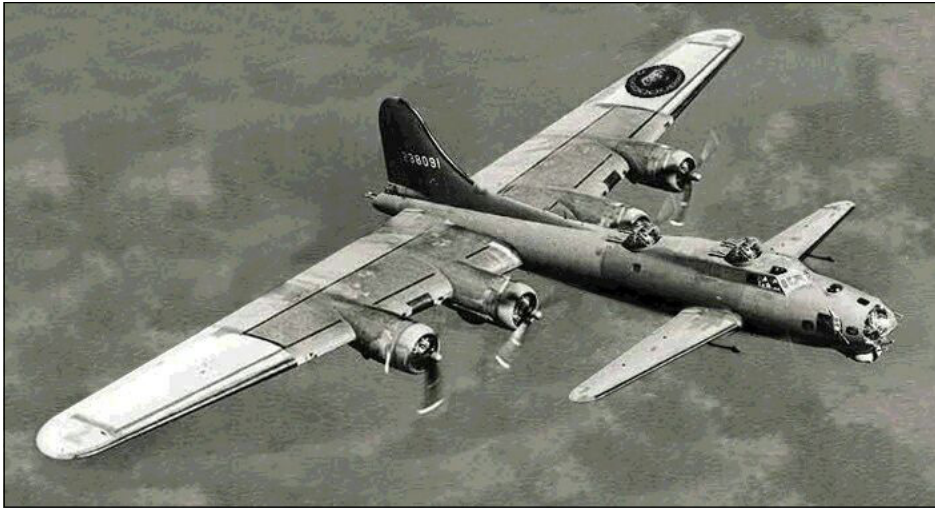
Nat'l EAA #: \_\_\_\_\_

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

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

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

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



*It's been a while since I've trotted this picture out, but hey — it's soon April Fools Day!*

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

- Jim Maddox' RV-7A Project @ Twin Oaks Chapter Hangar
- Apr 12<sup>th</sup>, 2007 @ 7:00 PM
- Map on pg. 9

**Next Board of Directors Meeting**

- Apr 19<sup>th</sup>, 2007 @ 7:00 PM
- Location: Baja Fresh on Scholls Ferry Rd, Tigard

**EAA Chapter 105 / Volume 47 Number 4 / April 2007**

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