

EAA 105

PORTLAND OREGON



May 2007



News of Carl Battjes

Former chapter president (1979) Carl Battjes passed away over the weekend after a long struggle with cancer. No information available yet on a memorial service.

In This Issue

She Flies with Her Own Wings 3
Notes from Cape Juby 4
Young Eagles Season 7
Prev Meet: Jim Maddox' RV-7A..... 8
Next Meet: Annual Van's Aircraft Visit 10
Safety Thoughts: On Guard 11
Grass Roots: Where have all the Pireps Gone?..... 12
T 'n T: Fuel Flow Sensors 12
CAS Aviation Summer Camp 13
Board Meeting Highlights..... 14
Buy / Sell / Trade 15
2006-07 Feature Article Index 16
Contact! / TCs+FAs+FIs / Renewal Form..... 17

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, May 5th, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Philip Groelz	Steve Young
John Trabosh	Debi Young
John Cox	Mark Cattell
Gary Daubert	Carl Dugger
Bill DeLacey	Bruce Eicher
Brian Doyle	Dunstan Fandel
Jasmine O'Neal	Ray Fogg
Melanie DeVries	Larry Brons
Jeff Knapp	Richard Williams
Tralee Knapp	Kristen Williams

Saturday, June 2nd, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Chuck Curtiss	Hap Clarke
Don Dykstra	Bob Duncan
Dale Fillmore	Brian Duncan
Walt Foster	Zane Gard
Warren Fraim	David Gaudin
Aaron Frechette	Roy Glass
Robert Frisbee	Jeff Goetz
Dennis Fuhrman	Keith Gover
Bill Fulgham	Ron Graff
James Furlong	Gary Graham

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

**Engraved Nametags
Now Available**



- 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
Village Green Resort at Cottage Grove**

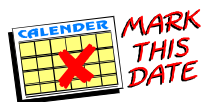
Don Hammer notes another re-opened restaurant: The **Village Green Resort** which is across the street from the **Cottage Grove airport** is now serving lunch again.

They are going through extensive restoration throughout the resort and late last year they opened up a rebuilt restaurant which serves breakfast and dinner. Now they are serving lunch in the rebuilt lounge. It's certainly a notch above the typical fly out food that you run into. Definitely a place where one can take the spouse. www.villagegreenresortandgardens.com/

More Tools

Along with the club's tool crib, several members loan their special tools to other members. A new offering in this category is Len Kauffman who has the Hartzell prop wrench for O-360 engines. Contact Len directly to ask about borrowing it.

Next Meetings



- **May 10th** 7:00 PM— Annual Van's Aircraft Visit at Aurora
- **May 17th** Chapter Board Meeting, 7:00 PM — Location TBD, contact a board member for info.
- **May 19th** 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

I caught up with Lem Foster and his Sonex at Lenhardt's. Licensed in 2001, he bought the ship already flying last September, and has added 70 hrs to it since. It mounts the Jabiru 2200 of 80 HP and offers 539 lbs useful load from 1100 lbs gross.

She Flies with Her Own Wings

Jeff Knapp and Michelle Smith

April 2007 brings a new aviation first to Oregon; the establishment of the first chapter of Women in Aviation, International in our state. Since February 2006 a group of aviatrixes and aviators of Northwest Oregon have worked in forming the Mt Hood Chapter. Our first meeting included only a handful of dedicated individuals. Now we have grown in to a dynamic group dedicated to encouraging youth to taking their first steps into aviation and enhance networking in the Pacific Northwest aviation community.

Women In Aviation, International, or WAI, is a nonprofit organization that was developed in 1990 with the objective to encourage and advance women in all



aviation career fields and interest. WAI's 15,000+ membership includes a complete cross section of aviation: astronauts, corporate pilots, maintenance technicians, air traffic controllers, business owners, educators, students, airport managers and many others. Women In Aviation provides

year-round resources to assist women in aviation and to encourage young women to consider aviation as a career. WAI also offers educational outreach programs to educators, aviation industry members and young people nationally and internationally.

Anyone can join Women in Aviation; pilots or non-pilots; women or men. One of the greatest benefits of this organization is the scholarship opportunities and the potential to nourish the unique bond women in aviation share. Over the years WAI has handed out over \$9 Million in scholarships at their annual conference. These scholarships cover a broad range from flight time to money for school to type ratings in aircraft. If you are interested in becoming a Woman in Aviation member or learning more about the Mt Hood Chapter come visit at the next monthly meeting. The May meeting will be held after the monthly 105 breakfast, 11am, on May 5th at the Twin Oaks Chapter 105 breakfast hangar. A list of meetings and information can be found on our website <http://orgsites.com/or/wai/>.

According to the Federal Aviation Administration, of nearly 700,000 active pilots in the United States, less than six percent are women and only slightly more than two percent are ATP rated. With these astounding statistics, clearly aviation in Oregon can benefit from this organization. After all, Oregon's chapter motto is "She Flies With Her Own Wings."

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)

MISSION COST: (PRE-STOP BOOKING PRICES)
\$359 per person (EAA Members) **\$399** 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
e-mail: 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!



Notes From Cape Juby

Terry Lutz

[Terry is a test pilot for Airbus, and flew one of the two inaugural A380 flights to the US. He's also a homebuilder, regularly writing for Chapter 55 in Mason, MI. This article was forwarded by Jerry VanGrunsvan. —Ed.]

A small page was written into aviation history with big airplanes on March 19th, 2007 when two A380 aircraft landed for the first time in the United States. At 0500L Toulouse time, A380 s/n 001, registered as F-WWOW departed Toulouse, France for Los Angeles International Airport, with a crew of 4 pilots and 3 engineers. Four hours later, A380 s/n 007, registered as F-WWJB departed Frankfurt, Germany for John F. Kennedy Airport in New York, carrying 458 passengers and a combined Airbus-Lufthansa cabin crew of 32, for a total of 490. Each airplane had a telephone number assigned to it, so the two airplanes could remain in contact via Satcom to manage cruise speed such that the landings in the United States would be within minutes of one another.

Planning for the trip had begun a few months earlier. Since I am the only American test pilot here at Airbus, I hoped to be included as one of the pilots. The New York-bound flight was the first leg of a broad effort to operate the A380 on routes that will be flown by Lufthansa. The planned routing over a 9-day period would take F-WWJB on the following routes: Frankfurt to New York, New York to Chicago and return, New York to Frankfurt, Frankfurt to Hong Kong and return, and finally Frankfurt to Washington, DC and return. The total flying time, including Toulouse to Los Angeles and return, plus 2 VIP flights, was 67+30.

Seven different crews totaling 16 pilots would be required, along with an almost equal number of engineers and technicians. I was selected to be part of the crew for the flight from Frankfurt to JFK. The first two Lufthansa pilots had been trained in both the simulator and the airplane. They would be the crew to take the airplane from the gate in Frankfurt, across the Atlantic, to the beginning of descent in US airspace. The FAA had



Test pilot Terry Lutz makes the A380's first US landing at New York's JFK airport.

placed several restrictions on the airplane while operating in the US and one of them was that all the flying had to be done by Airbus test pilots. I was graciously given the privilege of making the landing at JFK by the Airbus Captain of the flight, test pilot Wolfgang Absmeier.

March 19th was a cool and cloudy day in Frankfurt. After several days of warm weather, a winter weather pattern had settled onto the European continent. The Lufthansa Captain, Jurgen Raps, noted that when he left his home north of Frankfurt, a mixture of rain and snow was falling. Growing clouds mixed with bright sunshine were apparent as we traveled by bus from the Lufthansa crew facility to Gate 5E where the airplane was parked. It had arrived 2 days earlier, and gone through several ground handling tests over the weekend, including 3 complete boarding tests with 500 passengers through jet bridges that connected to both the upper and lower decks.

LH 8940 was set to push from the gate at 0855, but there were some problems with the SuperTug that was supposed to push the super airplane off the gate! The engineer on the ground quickly solved the problem, and we moved off the gate at 0859. Spectators lined the roof

deck of the Frankfurt terminal as we pushed back and started engines. Captain Raps and First Officer Reimann Muller checked both sides of the airplane, received the wave off from the ground crew and began the short taxi to Runway 24R.

As we approached the runway, Frankfurt Tower issued our takeoff clearance. Captain Raps turned smoothly to line up on the centerline and brought the thrust levers up to the Flex/MCT detent for takeoff. Our weight was 1,031,000 lbs, including 297,000 lbs of fuel. We would have enough fuel on arrival for a diversion to Washington Dulles Airport, our filed weather alternate. Speeds for takeoff were: V1=139, VR=158, and V2=164. Even at that weight, full thrust was not required for takeoff! A Flex thrust setting equivalent to an outside temperature of 49C (120F) was used that provided excellent runway performance while conserving engine life.

On initial climb, I noted a large area of weather on the radar and visually, just to the left of our flight path. We were soon cleared for a right turn along our westbound route of flight, and quickly left the weather behind. After flying west across Germany and Belgium, our routing took us over England and we had a clear view of the

River Thames and the outskirts of London. Our 8 hour, 30 minute flight was assigned NAT Track B, and we received our oceanic clearance from Shanwick just east of entry point DOGAL.

Even though there were lots of clouds and a few glimpses of the ocean, the weather was excellent for the crossing. We anticipated some turbulence from a jet stream soon after crossing into oceanic airspace. Light to moderate chop began and we noted the wind speed go from 28 knots to 168 knots from the northeast. But once the wind had stabilized, smooth ride conditions returned. The wind gradually subsided to about 50 knots, and at our cruise speed of 0.85 Mach, the flight management system calculated that we would arrive ahead of schedule at JFK. Our flight plan winds represented the average wind velocity (normally a headwind of about 110 knots) at this time of year. We contacted F-WWOW on the Satcom to compare arrival times. They would arrive quite close to the scheduled time of 0930L PDT, so we adjusted our speed down to 0.83 Mach to match their time.

Arrivals at JFK can be via several routings, depending on the runways in use for arrival and departure. Our arrival time was based on flying over the airport and entering a downwind queue for the arrival runway. But it soon became apparent that the JFK controllers were

planning for a direct entry to downwind from the east, to land on Runway 22L. As we began our descent, the Lufthansa pilots swapped seats with us to comply with the Special Flight Authorization issued by the FAA. They had done a superb job with the airplane. Combined with many hours in the A340 and many years of oceanic flying, the flight had been expertly commanded by Captain Raps. Now it was up to us, and (gulp!) ME in particular, to make the airplane look really sharp for the landing at JFK.

With the direct routing, we were still going to be early compared to the Toulouse to LAX flight. We asked New York Approach for delay vectors so the approach could begin at about 1215 with touchdown at 1230. We had descended all the way to 5,000', and on a beautiful, clear afternoon enjoyed an impressive view of the entire length of Long Island. Judging from the comments received from our many visitors to the airplane, the sight from the ground was equally impressive!

The landing would be on Runway 22L, which is the only 50 meter (150 foot wide) runway at JFK. At 8400' long, it's also the shortest runway at JFK. Runway width and length were of no real concern for us, but during the landing briefing, we planned to exit the runway at Taxiway J. That effectively made the runway 6300' long. It turned out to be a great demonstration of the slow ap-

proach speed and excellent braking performance of the A380. Our weight at touchdown was 386.0 metric tons (about 849,000 lbs), which is just under the maximum landing weight of 391.0 metric tons. The computed final approach speed was 138 knots. I planned and briefed the touchdown very close to the ILS touchdown point, leaving about 5300' to decelerate and turn off onto Taxiway J. With the autobrakes set to position 2 (medium autobraking), we were set for the landing.

When we advised JFK that we were ready to start the approach, they began to vector other airplanes on the downwind to land on the parallel, Runway 22R. It wasn't immediately clear why they were doing this, but the effect was to get us to the runway a little quicker. We were vectored to intercept the final from about 2000' agl, leaving very little time to get fully configured and established on the ILS glide slope. Fortunately, we had anticipated this, and I had the airplane nicely slowed down.

At about 1000' agl on final, JFK tower advised us that there were two cars doing a runway check on 22L (they were looking for any debris that might affect our arrival). We would not be cleared to land until they were off the runway. At about 400'agl the cars were clear and JFK Tower gave us landing clearance. The timing was close enough that on short final I re-briefed the missed approach procedure, just in case.



Terry Lutz built this RV-8 with assistance from his father. Terry now flies it when he isn't testing new aircraft for Airbus Industrie. His father, now 85, still flies his Cherokee 140.



Touchdown was smooth and perfectly in the center of the large white aiming point markings in the touchdown zone. I gently lowered the nose and selected reverse thrust on the no. 2 and 3 engines (the A380 only has reverse on the in-board engines). Autobraking ramped in nicely, and the next time I noted the airspeed, we were passing 100 knots with plenty of room to stop and make Taxiway J. So I de-selected the autobrakes and stowed the reversers passing 70 knots, which allowed the turnoff with just light braking. Since we were about 15 minutes ahead of the other airplane, it was the first-ever landing for the A380 in the United States!

We planned to taxi down Taxiway J,

across Runway 22R, and continue on Taxiway A to Taxiway N, and into the gate. The JFK controllers wanted us to use Runway 31L for taxi, so we made the transition to Runway 31L. From there it was an easy taxi to Taxiway N, and to the gate.

As we passed 22R, I finally had the chance to look around at the swarm of helicopters with their news crews covering the arrival live on the noon news programs in New York! The ramp was lined with all kinds of vehicles, and every person we could see had a camera to record the event. At some point during taxi, the Lufthansa pilot behind me slid the window open and extended the American flag. That moment was captured in history by a great photograph in USA Today.

One thing you notice after hundreds of landings as an airline pilot is that no matter what kind of touchdown you make, it's always perceived differently in the cabin. You can make an absolutely world-class, super-smooth touchdown, and nobody will notice. Then there are cases when your landing is simply average, and people greet you when leaving and say what a great landing it was. On one memorable occasion, I plunked down on the runway in North Dakota, and while taxiing in, I heard the Lead Flight Attendant say over the PA, "Ladies and Gentlemen, welcome aboard the USS Bismarck!" USA Today reported my landing at JFK as "hard, but spot-on". No damage to the runway; minor damage to pride...

That afternoon, we held an open house on the airplane, and hosted a wide variety of news organizations, airline executives, and people from every organization that makes JFK really work. Many of you may not be aware, but after the September 11th attack on the World Trade Center, Airbus purchased and donated rescue vehicles to Rescue One and the NYPD. Firefighters and police officers from the City made a special effort to bring those vehicles to the airport, and display them proudly in front of the airplane. I really can't say enough about the welcome we were given by the people of New York. Every single agency sparkled with a display of professionalism that every American should take pride in.

The following Wednesday, I flew the airplane again as the Captain for a special VIP flight out of JFK. Before our guests were boarded, New York Mayor Michael

Bloomberg paid a visit to the flight deck, and I had about 15 minutes to show him our office and talk airplanes. Mayor Bloomberg is an impressive man, and very aviation oriented. He told us he had just ordered another Falcon 900 business jet, but really preferred to fly his Augusta helicopter. Mayor Bloomberg will be also be one of the first customers to purchase and fly the civilian version of the Tiltrotor. We were sorry he couldn't join us for the flight.

The flight was planned from JFK, out to the oceanic boundary 200 nm to the east, and back again. It was another beautiful day, with excellent visibility. Due to traffic flow at the New York area airports, and sensitivity about flying close to the city, we couldn't over fly New York itself. But when we descended into the terminal area for arrival, we were cleared to fly the Canarsie VOR approach to Runway 13R. Leveling at 1000', our passengers had an outstanding view of New York from about 4 miles out. We requested and flew a low pass down the full 14,000' of 13R. It was a parade pass at 160 knots, so everyone could get a good look and some great pictures.

After landing on Runway 04R, we taxied back to our parking stand and shut down. As the engines wound down, I had to pinch myself that flying the A380 into New York for the first time was not a dream. While it will prove to be just a small step for the A380, it was one giant leap for an American pilot working at Airbus. My sincere thanks to Airbus, and to all of you for the good thoughts and wishes I received in almost a hundred emails over the last few weeks. I wish all of you could have been onboard to share the experience.

So hey, is it Spring, or what? IF the weather decides to check the calendar and stop ignoring signs of global warming, it will be time to remove the winter time rust and get back in the flying groove again! So fly safe, and don't forget to help your fellow pilot when they need it. I'll be back home for the May chapter meeting, so fire up that electronic projector gizmo because I might just bring some pictures!

Gary Daubert's First Flight in his new RV-8



Says Randy: Hey guys, Gary Daubert flew today. A typical squawk list to deal with including a heavy right wing, but otherwise a safe and uneventful flight... He's a pretty happy camper right now.

...and News of Randy Griffin's Recent Flights...

- Price of a band-aid\$0.09
- Price of a new oil filter..... \$13
- Price of 6 qts. Aviation oil \$18
- Having your first oil change behind youPriceless!

Randy Griffin
RV-8
N925RG



Young Eagles Season

Ron Singh

Our chapter is opening the Young Eagles season in May, with events throughout the summer. The event

list for the season and my contact information is listed on the chapter website.

www.eaa105.org/Programs/programs.htm#YoungEagles
www.eaa105.org/Contact/contact.htm

[Contact info is also on page XXX of this newsletter issue. -Ed.]

Details for each of the events have not been determined but will be posted as we approach the individual events. If you are interested in being a Young Eagle Pilot this season but not sure which events you want to participate in, please drop me an email and I'll add you to my contact list of pilots and you'll receive a "Call for Pilot's" email approximate 1 week prior to each scheduled event.

Our kickoff event is May 19th (10 am to 3 pm) at Pearson Airport (VUO) in conjunction with the Pearson Air Museum's Open Cockpit Day. Last year there were a tremendous number of kids because the museum had advertised the event in the local newspapers. I anticipate this year will be the same, so I'm hoping to get at least a half dozen aircraft and pilots to participate. Please contact me if you plan to participate.

If you have never flown out of Pearson before, it's really quite easy. When you contact me I'll send you a pilot briefing that describes simple arrival and departure procedures.

Giving a young eagle their very first flight can be a very rewarding experience. In many cases you would be providing an opportunity for a child that otherwise he or she may never have had. I encourage you to give it a try. Also, if you aren't a pilot or prefer to provide ground support at a given event, we welcome volunteers.

There are new EAA rules this year for flying young eagles:



Rion Bourgeois introduces another youth to aviation.

1. The registration form has been updated. The old forms or unofficial ones will not be accepted by EAA.
2. Each pilot has to "self certify" that they meet the guidelines of the Young Eagles program by signing and dating the registration form.
3. There is a limit of 3 Young Eagles on any given flight.

The event coordinators will handle all the paperwork for you at the scheduled events. If you plan on flying Young Eagles separate from our scheduled events, we have packets in the library of the Chapter Hangar. These packets will be updated to comply with the new EAA rules, so please discard any previous registration forms that you might have and pick up new packets at the hangar.

We're looking forward to working with many of you for a great new season.



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
Jebblank @molalla.net

Jim Maddox' RV-7A

Benton Holzwarth

Rion covered the club business this evening, opening with a little info on the upcoming PAV competition [more details coming in a future issue. -Ed.] Administered by Dr. Brian Seeley of the CAFE Foundation, it scores entered craft on several parameters and offers \$250k in total prize money.



Bob Strickland heads the Centers for Airway Science.

Ron Singh Introduces Bob Strickland

Ron Singh introduced Bob Strickland to tell us a little about his Centers for Airway Science. This organization has provided after-school sessions for 6th-7th grade kids primarily, to learn about math and science with an aviation theme for 12 years. The original classrooms were connected with the North Portland Boy's and Girl's club, but the main operation has moved to Hillsboro. Bob is recruiting more kids for the Hillsboro section.

The kids earn points towards flight time by completing their lessons and Bob's currently looking for a few pilots to help with an upcoming camp. For several years, they've flown out of Scappoose, but with a new connection with the Pearson Air Museum folks, a second camp is being started there, which will need to be supported with pilots. The camps are week-long affairs with field trips, barbecues, activities and (hopefully) a ride in a GA plane. Bob invites everyone to come have a look at the new setup at Pearson. One or two kids are sponsored to Oshkosh most years, and two of his students, from non-flying homes, are now working on their CFI certificates.

The organization's website is "www.airwayscience.org".

Jim Maddox' Presentation

Jim Maddox invited us to see his RV-7A project in the chapter hangar at Twin Oaks. Jim is well along in his construction, with the engine already hung and details in process. Though the wings aren't now mounted, Jim has had them on (one at a time) while



A good group turned out for Jim's project presentation, in the new chapter hangar.

the project was in his garage so the fitting is accomplished and linkages are set -- but the take-home tip is, even if it doesn't look as satisfying, to leave the wings off as long as possible while you're walking around it so much, just to cut down on the miles.

A little history: like a lot of us Jim built models as a kid. Unlike a lot of us, who were dreaming of how a great paint job would breathe the personality in the project. Jim was too impatient to get bogged down in the details, wanted to get on with the construction -- and the same personality is reflected in his RV project where he's again impatient with cosmetics and instead is getting on with construction.

He was flying U/C planes, when he found himself stationed in Japan. A returning friend unloaded an early R/C plane on him (Jim felt he needed a better hobby than some of the available off-base pursuits.) The R/C experience was good, it taught him that a straight plane would fly well and an out-of-rig one won't.

Jim stressed the utility of back-riveting with the (~4"x12") backing steel plate available from most of the suppliers. It helped him avoid dished in areas on the fuselage sides when used with a helper (too much for welding alone) as

well as its more conventional use flush-riveting control surfaces.

Jim suggests applying a dab of RTV or adhesive at the leading edge of the stabilizers rather than just depending on the pulled rivets to make a conforming fit with the ribs. He also had his own procedure for assembling the wheels with tube and tire. He says he struggled with out success for a half hour or 45 minutes trying to do it as the written procedures show, but abandoned that. Instead, he switched to a couple 4" bolts (1-1/2" of thread) with nuts and a strip of smoothed plastic, cut from a putty



Jim indicates one of the details he's incorporating into his plane.

spatula, he was able to bend to fit into the slot between the wheel halves. Then the screws were used to draw the wheel parts (inserting spacers as he ran out of thread) together while the plastic prod was used to press the inner tube out of the slot and into the tire. With this set of tools the job was accomplished in a few minutes.

He's using a bit of flexible polyester filler to build up the area to smooth into the kit's fiberglass horizontal/vertical stab fillet. It's also getting a little use filling riveting dings and a little hangar rash where the kid's bikes may have bumped. Jim was also laying on a light coat of black paint where filling dents to make it easier to see where the sanding was removing filler.

Jim plans a basic panel initially. He'd like a nice GPS and stack of radios, but will allow finances to recover a little before springing for too many upgrades. He wanted to try something different than just painting the glare shield and panel so attached a padded vinyl which he's fairly happy with.

If doing his panel again, he'd just get one of Van's pre-punched units. His suggestion here is to mount the instruments and brace the panel before starting wiring because it's much harder to do once the wire is in place. Also, he gave high marks for Van's premade wiring harnesses. These cover not just the engine compartment or panel, but the rest of the plane's wiring as well. And everything is cut to length and marked.

Jim remarked on the clips used to hold the spark wires that came with his Slick mags that they seemed to be tight on the wires, then noted that the instructions said specifically to remove the plastic inserts from the clips for use with 'colored' wires like his. There was some concern expressed for using the clips without the strain-relief but they do fit better without the plastic guards and that seems to be what the instructions are indicating.

On the engine cooling baffles, he said he'd had the cowl off and back in place repeatedly trying to get the aluminum part of the baffles cut to shape. (They need a 1/4 - 3/8" gap to the cowl.) He switched to a template arrangement which sped things up quite a bit.

The tip up canopy is often a problem. There's no good reference points to measure anything from. Jim was lucky in that his dropped into place with a good fit from



the start. One issue is that it snags on the boot cowl as it tips up, but that is being worked over.

He bought his engine from Bart up at Aerosport up in Kamloops. He talked to several engine builders, but got a good feeling from Bart. He finally went with Aerosport based on recommendations from several people (and several more chimed in their support for Aerosport) and hasn't regretted it. Jim asked for a good solid engine with an eye to 'value'. Bart recommended ECI cylinders, perhaps at the mention that the engine might see slightly infrequent use, and thinking that their higher nickel content might help. He did remark that he ordered his engine as he was finishing the empanage, and it sat for a year before getting hung on the airframe, tying up \$20k that could have been in his accounts.

Rion asked the obligatory question: How do you like the

hangar space? Answer: It's great -- love the heater! (It needs a ceiling fan to stir the hot air down to floor level.) He also loves his QuickBuild kit, really appreciates the amount and quality of the additional work done in this level. He's sure he'll have a better plane for having sprung for the QB.

On building in his garage, he says it's great to be able to pop out to work a little but the problem is that it's also easy to pop back in. If there is some detail to ponder, he'd find himself moving to the couch to think it over, and not popping back out.

I thought it was a good project visit, with a couple interesting points and tips that I hadn't heard before.

Meeting Coordinator:
Randall Henderson

503-297-5045
randall @edt.com



Program: Annual Van's Aircraft Visit
Location: The Factory
Address: 14401 NE Keil Road, Aurora
Date: 7:00 PM, May 10th, 2007
Phone: 503-678-6545

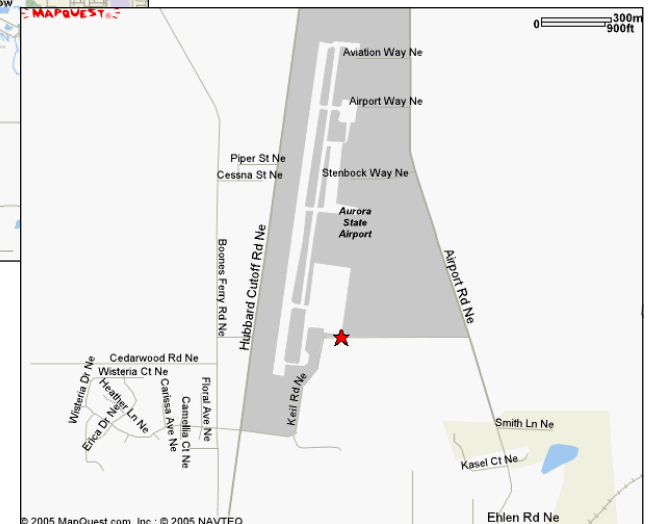
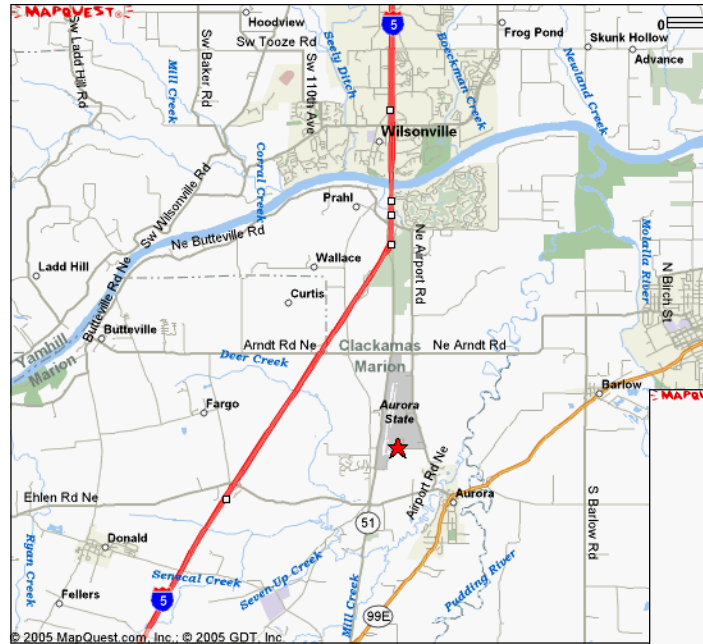
Continuing with our tradition to hold one meeting each year at RV-central, the meeting will be at Van's Factory on Aurora Airport, where we'll get to hear the latest news, see the factory demos and prototypes, and have a chance to tour the factory and shop. Don't you just love that Van's is virtually in our back yard?

From Portland:

Take I-5 South, take the Canby/Hubbard exit (exit 282A), continue south approximately 2.5 miles, turn left on Keil Road (before the 2nd stop light); Vans is on the left, about 1/4 mile from the intersection.

Flying:

Aurora (FAA Airport ID KUAO) is well-lighted so its a good night-flying destination for those who are so inclined. Van's is the large factory building near the south end of the field. Take the taxiway turnoff at that end, jog left, then right at the second taxiway you come to, taxi east between the blue hangars (taking care to avoid obstructions and holes that are right next to the taxiway), park in the center of the paved area or in the grass but NOT in the parking lot (cars go through there too).



Plane Pool!

Members who plan to fly to the meeting are encouraged to take this opportunity to share any empty seats with still-building types. A good way to offer or ask for a seat is to use the oregon-aea email list.

Be sure to follow the published noise abatement procedures.

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

- June 14th: Vernonia
- July 13th: Arlington Fly-In Luau
- Aug 9th: Parkside (Tentative)

SAFETY THOUGHTS

On Guard

Len Kauffman



Let's say you're on a cross-country and develop an engine problem. You need to make a MAYDAY call. How quickly can you dial in 121.5, push the flip-flop and make the call? At the same time you're running the emergency checklist and looking for a place to put it down. Or what if another pilot reports an emergency on guard frequency. Would you hear the distress call (or the ELT) and report it?

Remember the March 2007 Cherokee 140 crash near Odell Lake? The aircraft went down around 5:00 pm and the seriously injured pilot and passenger spent a cold night in the Cascades. According to the Oregonian, "a passing civilian jet received a distress call after the crash" and a NOAA satellite began picking up an ELT. Keep in mind that satellite accuracy for 121.5 MHz ELT signals gives a search area of about 450 square miles and a false alarm rate of 94 percent (according to U.S. Air Force Rescue Coordination Center, Langley Air Force Base, VA).

Fortunately this crash site was located that evening with help from the jet pilot's report and an IR (infrared) equipped National Guard helicopter. The helicopter then returned to drop survival gear with blankets, water and other supplies. Early the next morning a rescue team arrived to treat their injuries and two Army National Guard Black Hawk helicopters hoisted them aboard for a short trip to the Bend hospital. If the jet pilot had not been monitoring 121.5 it could have been a different story. No flight plan was filed so there would have been no FAA overdue aircraft. How long would it

have been till a search was launched? How long would it have taken to find the crash site in such a large search area? How many nights could the injured pair have survived with temperatures dropping to around 20 degrees?

It appears that they did not make a MAYDAY call but were saved by their ELT. Reports describe signals "after the crash". The aircraft was low-level so there would have been little time for a distress call. If they had been higher and transmitted aircraft ID and location, they could have stacked the odds in their favor for an early rescue? Who would have heard their call if they made one? In this particular case, the civil jet that happened to be overhead. Anyone else?

I made a few phone calls and discovered that not all control towers monitor guard frequencies (VHF 121.5 & UHF 243.0). HIO is one of many that does not. Most center sectors do, but not all remote antenna sites have that capability. Center controllers are frequently unaware of ELTs called in by passing aircraft. Remember VHF signals are line-of-sight. We cannot count on those facilities alone to hear our distress calls.

Most airline and military aircraft monitor 121.5. General aviation pilots can help by doing so whenever possible and reporting emergency calls and ELTs to center, approach, tower or FSS. I'm sure many of us already do this, but for those who don't please consider the following technique. If you have two COM radios, keep the #2 active frequency on 121.5 and select COM 2 on audio panel. Set desired ATIS/ASOS/AWOS/FSS or whatever on the standby side and hit the flip-flop when needed, but return to monitor guard. Those with a single COM can place 121.5 in standby and periodically swap to active when the other frequency is not needed.

Your benefit, of course, is that the emergency frequency is always available if needed to quickly make an emergency call. Think about the size of that 450 square mile ELT search area. Wouldn't it be helpful to broadcast your location and shrink it down a bit? And your call would confirm the soon-to-come ELT signal is for real. It's quite possible that the ELT may not transmit effectively due to crash damage or antenna blockage (by the aircraft, heavy forest or terrain) and the only useful signal will be your transmission.

One final thought. You might consider checking 121.5 again as you taxi to the hangar after a flight – for your own ELT. That's a way to avoid contributing to false alarms.

**The 2007 RV Family Reunion BBQ
Wednesday July 25, 2007 6:00 PM
Oshkosh, WI – Camp Scholler - RV Area**



It's time, again, to make your reservations and help plan for the annual festivities at Oshkosh. In the midst of a pretty commercial affair, the annual RV Airplane Builders' BBQ is an oasis of grassroots flavor. Literally. It's held in the middle of Camp Scholler. It's just a barbecue with good food, cold drinks, and all the conversation you can stand.

- Attendance will be capped at 350 this year
- Pre-Registration is open now
- Volunteers needed for several areas
- Visit the info/registration website –
<http://home.comcast.net/~bcollinsrv7a/ea/> or
<http://tinyurl.com/2aww6q>



Grassroots: Where Have all the Pireps Gone?

**When did the world stop caring
how unusual airplanes fly?**

Budd Davisson / www.airbum.com

The other night I was installing some new software in preparation for expanding and upgrading my website and had a rather upsetting epiphany. In the course of reviewing the site, which consists of, among other things, one hundred pilot reports on a wide variety of sometimes unusual airplanes, I suddenly realized that, if I wrote most of those same articles today, I wouldn't be able to publish them because magazines no longer run those kinds of pireps. I was both sad and confused.

What, you may ask are "...those kinds of pireps..."? They cover everything from my first flight in the coffin-sized BD-5 to getting type rated in monsters like the B-25. They give up-close and personal flying profiles of Cubs and Blimps, Pitts and Skyraiders and about everything in-between. They were almost all written in what turned out to be the "Golden Age of the Pilot Report," 1968-1990 and I wasn't the only one doing it. A number of magazines were actively competing with one another to see who could come up with the most interesting/weirdest/outstanding/legendary airplane and they'd toss one of their wordsmiths into it to return with a glowing/exciting/philosophical/informative report on every aspect of the airplane's flying character.

At the time we were doing those kinds of articles we'd refer to them as "Gee-Whiz Journalism" or "Walter Mitty Pireps." We thought we were doing the flying public a service by giving them a chance to vicariously fly some airplane they were unlikely to strap on themselves. They may not get a chance to herd a Bearcat or Crosley Moonbeam around, but by hitching a ride with me, and others like me, they could at least fly it in their mind. Today, however, something is different. As I was skipping through my website I had to ask the obvious question:

did the flying public change or what? Doesn't anyone care about how those kinds of airplanes fly any more? Has the allure of aviating changed so much that new pilots will no longer do anything within reason to add a new type to their log book, the weirder the better? Are there bumper stickers out there that say "Spam Cans Rule?"

I have never tried to explain what it is about flying new, and hopefully unusual, airplanes that so many of us find so addictive. The reason I've never had to explain it is because it was so self-evident to everyone I knew that it didn't need explaining: if there was a strange, new airplane on the field, there was a line around the block waiting our turn to saddle it up.

Over and above the airplanes we had access to, there was always a hierarchy of airplanes that we all knew we'd never get a chance to fly, but damn, we'd like to have a go at it just one time. And whenever someone actually got a chance to fly one of the fabled few, we'd hang on to their every word until we felt as if we'd flown it ourselves (I'd still kill to fly an F-86 and/or P-40). That's the kind of reasoning that lay behind magazines of the day doing pilot reports on any and everything, not just used airplanes and the factories' newest offerings.

It was a terrific time to be a writer/photographer. No...it was more than terrific. It was magical. If any of us ran across a strange beast lurking in a corner of an obscure hangar, we knew for a fact that we could get a pilot report published on that airplane. And because of that, owners were more than willing to trust their pride and joy with us. Eventually, I started getting letters from owners "...if you're ever get in this part of the world, how would you like to fly my..." It was all very cool!

At places like Oshkosh, I'd fly and shoot as many as eight or ten airplanes during the week, every one of them winding up on the pages of a magazine. These days, I don't fly that many new airplanes a year because I have no place to put the pilot reports. The magazines aren't there for that kind of journalism.

Magazines exist for their readers. They give their readers what they demand, which is how they stay in business. Wait! I may have just answered my own question: the audience for Walter Mitty pireps must have dwindled,

(Continued on page 14)

Tips 'n Techniques

Fuel Flow Sensors

Eric Newton and Russ Erb,
via the Bearhawk maillist on Yahoo Groups

Said Eric:

Since this is fresh in my mind, I thought that I would share this with y'all.

If you are planning to use one of the whiz-bang engine analyzers like some of us are using, make sure that you do some research on the fuel flow sensor if you plan on

The problem is that in-line fuel flow sensor causes at least some restriction in your fuel flow

that option. Fuel flow is a very cool option because it adds a secondary way of monitoring your fuel level and you can adjust your power settings for optimal fuel economy. It basically gives you a reading of how many Gallons Per Hour you are currently burning based on the fuel flowing through the in-line sensor. It can then calculate how many hours of fuel you have on board based on current power settings.

The problem is that in-line fuel flow sensor causes at least some restriction in your fuel flow. With a gravity fed fuel system (no fuel pump), this restriction could cause some major puckering of parts of your lower extremities, should your engine start stumbling and losing power during a take-off run and climb.

I found out that the restriction in the fuel flow sensor that came with my Grand Rapids Technologies EIS system, would have the effect of lowering my fuel pressure too much. In fact when you work it out on paper it be the equivalent of lowering my fuel tanks by about 48" at 150% of the maximum power flow rate for my engine.

Greg Toman, the owner of GRT recommended that I return their fuel flow sensor and purchase the Electronics International FT-90 fuel flow sensor. The FT-90 has a

very low restriction. It works out to having the equivalent effect of lowering the fuel tanks by about 3" at 150% of my max fuel flow. This should work just fine with my non-fuel pump, the gravity flow only system.

Of course I will still do a complete fuel flow test before I fly for the first time just to be sure.

I'm not sure about any other fuel flow sensors out there, but I wanted to let y'all know about the Electronics International FT-90 fuel flow sensor. Its a little pricey at \$277.00 (from Aircraft Spruce) but worth it to me because of it's extremely low flow resistance.

Of course if you have an electric or engine driven fuel pump, none of this is a concern for you, but its good to know anyway.

Russ follows up:

Eric speaks the truth. His experience was very similar to mine. I'm using the JP Instruments EDM-900 (<http://www.jpinstruments.com>), but what I have to say is true for any of the JPI fuel flow measuring devices.

The EDM-900 comes normally with the FloScan FXT-201 sensor, which is similar to the one that Eric sent back. It is intended to be used on the PRESSURE side of a pump fed system. Since mine is a gravity feed system, JPI substituted the FloScan FXT-231 sensor, which is the functional equivalent of Eric's FT-90 sensor, specifically it is intended for gravity feed systems. No difference in cost from JPI--they just need to know that you have a gravity feed system. Don't be surprised when you order one and they ask you if you are gravity feed or pump feed. That's why.

Also consider that even though I have a standby pump in my system, that didn't change which sensor I used. That's because 1) the pump is there primarily to make pressure for the priming system, 2) is not intended to be on all of the time, and 3) (this is the big one) the pump is downstream of the sensor. Therefore, at the sensor, the pressures are not significantly different whether the pump is on or not.

The EDM-900 comes with all of the sensors, probes, and thermocouples necessary to make it work.

CAS Aviation Summer Camp

Ron Singh

Bob Strickland from the Centers for Airway Science contacted me in an effort to recruit a few pilots to fly kids on July 14th, 2007, which is the closing day of a 5 day summer aviation camp for kids 9-14.

He also wanted to get the word out to interested parents about the camp mentioned above and the Aviation Careers Education (ACE) Academy being held in June for High School age kids.

The Centers for Airway Science (a tax exempt organization) has operated its program for kids since 1993. It has done this with the help and support of EAA and other aviation related organizations interested in positive youth development.

Their mission is to foster high social and academic achievement through prevention of school dropouts, poor grade performance and other threats to positive development, while sparking interest in high tech, high salary careers.

Any pilot interested in participating should please contact me, and anyone interested in further information on youth attendance to either of these programs should contact Bob Strickland directly at wlsrhs@comcast.net

Plans are well underway to conduct an Aviation Summer Camp July 10 thru 14, 2007. The camp will include visits to Museums and Model Flying sites, Flight Simulation and model building. The final day, Saturday, will end with a Bar-B-Q and Fly-out for kids, families and pilots.

I want to invite your Chapter's participation in this event again. We are recruiting 24 kids (9 to 13 year olds) for the camp and would like to have at least 12 Pilots support this important activity for kids. Obviously we'd welcome many more. We plan to fly the kids out of Pearson Airport following which, pilots are invited to take part in the Bar-B-Q and awards ceremony (completion certificates will be issued the kids). The Summer Camp is being coordinated by Centers for Airway Science in partnership with the Pearson Air Museum. I would appreciate your making announcements about these plans at future chapter meetings and letting me know how many members are interested in participating. Thank you in advance for your help.

Also, we are co-sponsoring with FAA the Aviation Careers Education (ACE) Academy this year, June 26 thru June 30, 2007. This Academy targets older kids (going into High School). We are accepting applications for this Academy. Please direct your members to our [WEB-site: www.airwayscience.org](http://www.airwayscience.org) to download an application form. We are recruiting for 30 kids and want to provide scholarships for 10 of these at \$300.00 each. Please let me know if you would like more information or have any questions.

Thank you in advance for your help.

Regards,
Bob Strickland

(Continued from page 12)

which is the reason those magazines are no longer with us. This is another way of saying that it appears the majority of the aviation readership doesn't really care how a Great Lakes does a loop or how strange a Fiesler Storch feels in a full-deflection slip. As far as that goes, maybe the majority of the aviation audience doesn't care how those aircraft fly because their interest is such that they wouldn't know a 'Lakes or a Storch, if they found them floating in their coffee. This isn't a bad thing. It's just an identifying characteristic of the audience, one that says magazines that publish a lot of that kind of article won't have an audience for long and, therefore, will wind up with a starring role in a paper drive.

All that having been said, at places like Oshkosh, Lake-land and dozens of smaller fly-ins in-between, the love for flying machines that have a little touch of strange to them brings a certain type of aviator together. The folks who love unique birds are still out there. Unfortunately, they'd rather be flying strange airplanes than reading about them. Although that doesn't do the magazine industry much good, I guess there's a certain amount of undeniable logic in the thought pattern, isn't there?

Oh, well, I was lucky enough to experience a truly interesting time and with a click of a mouse can relive some of my fondest moments in the air. At least, I'm thankful for that.

[Those hundred pireps plus volumes of other useful and interesting writing on aviation and non-av topics is available at www.airbum.com. - Ed.]

Board Meeting Highlights

Your Chapter 105 Board

The April meeting of the EAA chapter 105 board was held on 19 Apr 07. Attending this evening were Randy Lervold, Ralph Schildknecht, Len Kauffman, Benton Holzwarth, Warren Fraim, Dick Guarnero, Joe Miller, Jim Mitchell, Mike McGee and Dunstan Fandel. The meeting was called to order at 7:00 PM.

The minutes of the March meeting were approved as covered in the March newsletter, though it was pointed

out I'd said the February meeting was convened in March.

Agenda business:

- Hangar (Randy speaking for Rion): The space in both chapter hangars, G-1 and G-3 is all rented out currently. The donated refrigerator we'd been using in for the club hang-out space died. Some price checking was done and found that a replacement full-sized fridge can be had for around \$450. The board authorized Rion to spend up to \$500 to buy another.

- Breakfast Ops

- Task cards: Len says the helper task cards still being fine tuned a bit by Char, but are, overall, working well. The next step will be to add more detail, as the basic operations shake out.

- There were three no-shows for volunteer help in April, one in the first shift and two for the second. In one way, the new task cards made it a little harder to cover, since it was a little tricky to split a card between two or three people.

- It was noted that the bacon at the April pancake breakfast was very crispy. There was some agreement that it was more cooked than other times. Joe pointed out that health regs call for it to be crispy enough to break rather than bend. (I sure didn't know that...) In other news, the bacon presses--metal plates to cover the bacon while it's grilling are now in.

- Runway report: Ralph ran the runway watch at the April breakfast. Traffic was light, so it wasn't a hard trial, but good practice at getting the 'tools of the trade' out.

- Events

- B-17 Visit: Dunstan is working the press coverage. He has two WW-II crewmen lined up. Has talked a bit with a ball-turret gunner who was shot down over Germany and held as a prisoner. Dunstan has been working with the 'Eighth Airforce Historical Society', who've been hooking him up with pilots and crew of B-17s in the area. We're hoping they'll be 'available' to talk with the guests and visitors at the event.

Dunstan is also asking about advertising budget and

timing. Suggestion is to talk to Randall about what we've done in past years and how much was spent.

- NW RV Fly-In: (Randy speaking for Joe Blank): As in past years, the food operation is the most difficult to find help for. The one we've been able to use in past years is not available now. We've also contacted chapter 902 about their help (and the large BBQ they've used at their events in the past.) There was discussion last month, around the tax rules (and our 501-c3 status) and concern that we can't just hire a caterer. We'll ask Rion to make a specific check of the rules to see just what we can and can't do.

- Action Item Status

- Canopies: Tom Louris still looking for the canopies. He's aware of the looming deadline; we need them for the B-17 visit.

- Nametags: Dunstan received orders for two in the mail, then handed out slips of paper as 'order form / reminders' at the April general meeting. This generated about 20 more orders that evening. We'll plug them for the next general meeting and see if we can get closer to the goal for putting in the first order.

On the sticky-back name tags, Len asks if we can find out the 'Avery number' to simplify setting up the template for pre-printing the names on them. He's also having trouble finding plastic holders sized right for the non-sticky badges.

- Roster books: Benton is about ready to go on the updated edition. [Randy has delivered the database dump a day later. -Ed.]

- Finance: The T Rowe Price mutual fund we'd invested in has been liquidated by Jenny.

- Hangar Blinds: Dunstan has chased prices from the big-box places. Cost will be about \$38 / window (times four windows). Board voted to authorize Dunstan to spend up to \$200 to outfit the chapter hangar with window blinds.

- Hartzel prop wrenches: LenK has the one for O-360 engines that will added to the list of private tools available for loan in the chapter. MikeM is still shopping for

(Continued on page 16)

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 to see the color(s). Dann Parks 360-687-7441 dparks@spiritone.com [07/07]

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

Web Sites, Applications & Desktop Publishing — Oregon Media, Phil Spingola phillip@OregonMedia.com or 503-201-4896

Duckworks Landing Lights — Standard kits start at \$75. Round Halogen and Xenon HID lights are available for new installations and upgrades of our kits and others. For details/pricing see www.duckworksaviation.com or call 503-543-3653

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

Editor's Notes

Benton Holzwarth



I'll miss Carl. I knew he was getting close when he began begging off rides to meetings. Last time I saw him he was still on his feet so I was a little surprised to hear he'd departed so soon.

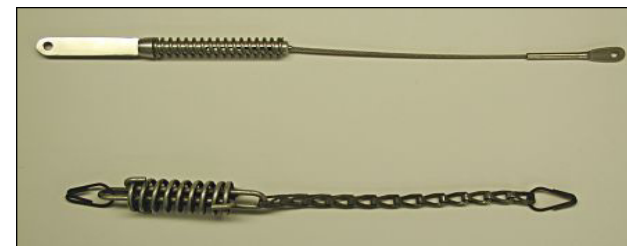
I should mention I use the free demo version of Autostitch for most of the stitched panoramic photos that appear in the newsletter. Ken Howe pointed the utility out to me, and it's been great, often doing a better job than the program that came with my camera and...free is a very good price. Try it yourself—go to www.autostitch.net for information.

Long-life Brake Pads — For Experimental Aircraft only (Not FAA/PMA/TSO or STC'd at this time.) Made from Organic Mat'l, in use 4 years on multiple acft -- last ~ 5X standard linings, w/o wearing disks. Available in Cleveland -105 (2 rivet) and -106 (3 rivet) types. \$60 plus shipping / set of 4 pads + rivets. If not completely satisfied in the first 100 hours return for a refund. Contact Greg Miller at 503-257-2573 or mauleguy@aol.com. Mail payment and shipping information to: GSM Machine & Tool Inc; 8750 N.E. Alberta St.; Portland, Or. 97220

AEROFRAME Gallery — Aviation Merchandise and Custom Picture Framing — Located at the intersection of I-205 and 99E (McLoughlin Blvd.) in the Oregon City Shopping Center, AEROFRAME Gallery offers a huge selection of collectible airplane models, aviation art, and aviation related items for all ages. Non aviation art is also available. Visit the gallery and/or the website to view the gallery, its items, and the custom frame selections. 503-557-1333 www.aeroframegallery.com



Brentz Enterprises — Tail Lynx — Tail steering springs made from aircraft-grade materials. Small, strong, streamlined and all Stainless steel. Now available through Van's Aircraft — www.vansaircraft.com or 503-678-6545



Go Navy —

Thanks Rion

A Navy pilot walks into a bar and takes a seat next to a very attractive woman. He gives her a quick glance then casually looks at his watch for a moment.

The woman notices this and asks, "Is your date running late?"

"No," he replies, "I just got this state-of-the-art watch, and I was just testing it."

The intrigued woman says, "A state-of-the-art watch?"

What's so special about it?"

The Navy pilot explains, "It uses alpha waves to talk to me telepathically."

The lady says, "What's it telling you now?"

"Well, it says you're not wearing any panties..."

"The woman giggles and replies, "Well it must be broken because I am wearing panties!"

The Navy pilot smirks, taps his watch and says, "Damn thing's an hour fast."

(Continued from page 14)

the O-320 type.

Open Floor:

It was noted that the area where the chapter has pitched the Luau BBQ tent for the last couple years (and where we're again located this year) is now a no-generator area. Folks with generators are cautioned to plan whether they'll locate adjacent to the chapter spaces with this in mind.

The May board meeting will be somewhere other than Baja Fresh, as we missed making our request in time. Location will be announced later, perhaps the chapter hangar at Twin Oaks.

The meeting was adjourned at 7:45.

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.

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



Another angle on Lem Foster's Sonex cover subject.

- 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!

April '06

- Randall Henderson / Summertime Meetings
- Charlie & Sheryle Kaluza / Planning Your Alaska Flight—Pt II
- Benton Holzwarth / Randy Lervold's Paint Clinic—Pt II & EFIS Show 'n Tell w/ Rob Hickman
- Len Kauffman / Safety Thoughts: Pull Pitch and Take It Around
- Randy Lervold / TnT: Under-dimpling Epidemic

"Contact!" Chapter Officers and Staff

President, Web Master & DB Admin	Randy Lervold randy@romeolima.com	360-882-8728 h
Vice President	Joe Blank jeblank@molalla.net	503-829-6333 h
Secretary & NL Editor	Benton Holzwarth benton@siletzbay.com	503-684-2008 h
Treasurer & Poker Run Coord	Jennifer Hickman jennhickman@aol.com	503-651-2230 h
Meeting Coordinator	Randall Henderson randall@edt.com	503-297-5045 h
Director, Facilities Mgr & Legal Counsel	Rion Bourgeois rion@att.net	503-646-8763 h
Director & Librarian	Jim Mitchell jmitchell1@msn.com	503-644-5258 h
Director & Facilities Mgr	Ralph Schildknecht ralphranger@earthlink.net	503-968-0166 h
Director & Breakfast Crew Chief	Joe Miller jwmcmm@easystreet.com	503-647-2059 h
Director & Breakfast Volun- teer Coord	Len Kauffman lakauf@comcast.net	503-885-1920 h
Quartermaster & Tool Meister	Mike McGee jmpcrfr@teleport.com	503-701-6315 cell
Director & Youth Activities Coord	Ron Singh rsingh75@comcast.net	503-646-2144
Director & Bogardus Trust Liaison	Dick VanGrunsven engineering2@vansaircraft.com	503-678-6545 x327
Director & Ad Hoc Projects	Tom Louris tlouris@comcast.net	503-914-8009 cell
Director & Ad Hoc Projects	Dunstan Fandel dunstan.fandelsun.com	503-614-9737 h

EAA Flight Advisors

Randy Lervold 360-882-8728, randy@romeolima.com, Ch. 105, RV-8 & -3B bldr, Vanc-Ptld

Mike Seager 503-429-5103 (hm) 503-429-1562 (hangar) rv6cfi@hotmail.com

EAA Tech Counselors

Dan Benua 503-702-5387, danbenua@yahoo.com, Ch. 105, RV-6A & RV-10 bldr, HIO-Ptld

Joe Blank 503-829-6333, jeblank@Molalla.net, RV-6 + Taylorcraft Bldr, Molalla-Ptld

Jerry Darrah 503-254-9992, Ch. 902, A&P, Glastar bldr, Ptld-Troutdale

Randall Henderson 503-297-5045, randall@edt.com, EAA Ch. 105, RV-6 bldr, HIO-Ptld

Ralph Hudson 503-630-3713, rah@meic.com, Ch. 105, Glasair + Strojnik bldr, composite exp, west-Ptld+Estacada

Randy Lervold 360-882-8728, randy@romeolima.com, Ch. 105, RV-8 & RV-3B bldr, Vancouver-Ptld

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

Bill Truax 360-582-0324, goonybrd@olypen.com, Ch. 105, RV bldr, tube 'n fabric exp, Sequim, WA

Don Wentz 503-543-3653, dasduck@comcast.net, Ch. 105, RV-6 bldr, Scappoose-Ptld

Flight Instructors

James Jula 503-757-8872, jmjula@yahoo.com, HIO+SPB,7S3 — CFI, CFII, MEI—Single-Engine Land/Sea, Multi-Engine Land, High Performance, Complex, Tailwheel



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
\$25/yr for mailed paper newsletter
Make checks to "EAA Chapter 105"

New Renewal

E-delivery (\$20) Paper delivery (\$25)

Renewing multiple years:

_____ yrs, _____ \$total

Omit from Membership Directory

Nat'l EAA #: _____

Own / Fly: _____

Current Project: _____

Completed Projects: _____

Comments: _____



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

-
- May 10th, 2007 @ 7:00 PM
- Map on pg. xxx

Next Board of Directors Meeting

- May 17th, 2007 @ 7:00 PM
- Location: TBD — Call a board member for the location

EAA Chapter 105 / Volume 47 Number 5 / May 2007

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

First Class Mail

To:

