

# EAA 105

PORTLAND OREGON



June 2007

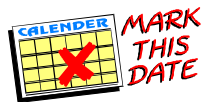


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## Next Meetings

- **June 14<sup>th</sup> 6:30 PM**—  
Vernonia Airport
- **June 21<sup>st</sup>** Chapter Board Meeting, 7:00 PM—  
Location TBD (Call a board member)
- **June 22<sup>nd</sup>** Newsletter Deadline — Newsletter  
article contributions and ads are welcome at any-  
time, but may be held to a later issue if received after  
the deadline.



## On the Cover

Joe and Trish Blank exit Twin Oaks' Rwy-2 upon their arrival at the May pancake fest in their RV-6, N6810B.

## 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, June 2<sup>nd</sup>, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Chuck Curtiss	Larry Brons
Dale Fillmore	Hap Clarke
Susan Fillmore	Bob Duncan
Warren Fraim	David Gaudin
Robert Frisbee	Jeff Goetz
Denny Fuhrman	Ray Haas
Bill Fulgham	Pat Hammell
MarySue Fulgham	Sherwood Hall
Keith Gover	John Halle
Dan Harris	Johnny Pruet

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

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mel Carstetter	Pete Forsyth
Jim Doherty	Jim Furlong
Don Dykstra	Zane Gard
Walt Foster	Tom Hart
Aaron Frechette	Allen Hawkins
Roy Glass	Richard Heininge
Randy Griffin	Randall Henderson
Dick Guarnero	Rob Hickman
Collin Gyenes	Jenny Hickman
Greg Halverson	Jim Hoak

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

**MMV FSS** — The McMinnville Flight Service Station (MMV FSS) will cease operations on June 4, 2007. Aviation services will move and be provided by the Western Service Area Hub located in Prescott, Arizona.

**David Burkhardt**, our chapter member serving in the Middle East writes to Len Kauffman: "Hi Len, I'm on my way back, should be out of the CBT zone in the next 8hrs. It will take about 14 days until I will reach home. thanks for the email....0)"

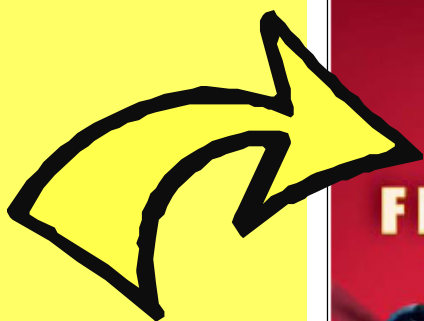
**Senate Finance Committee to Vote on User Fees** — Oregon Senators Gordon Smith and Ron Wyden sit on the Senate Finance Committee. They'll soon be considering new aviation user fees. If you haven't already, now would be a good time to send a fax with your thoughts on the matter.

For more information and the latest on the FAA funding issue, visit AOPA's special Web page: [www.aopa.org/faafundingdebate/](http://www.aopa.org/faafundingdebate/)

Senator Gordon Smith, U.S. Senate  
Senate Russell Office Bldg., Rm. 404  
Washington, DC 20510  
Fax number 202/228-3997

Senator Ron Wyden, U.S. Senate  
Senate Dirksen Office Bldg., Rm. 230  
Washington, DC 20510  
Fax number 202/228-2717

**HEY—the Chapter Needs more Volunteers** to help with Nat'l's B-17 visit to HIO! Contact Rion: rion@att.net (best) or 503-670-1144. Shifts are 8-1 (Fri-Sat-Sun) and 1-6 (Fri-Sat)



**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>



# 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)**

<b>\$359</b>	<b>\$399</b>
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!

# Chapter Young Eagle Event Record Set



**From:** Ron Singh  
**To:** <the YE Pilots>  
**Subject:** Young Eagles at Pearson

I just wanted to thank each of you for participating as a pilot in our chapter's first Young Eagles event of the year. Michelle and I were a bit worried about how many pilots would show up, and how many kids we would have to turn away.

Well, we had 10 pilots and flew 52 kids! I believe that's a record for us.

Ron Poe	3
Stan VanGrunsvan	6
Rion Bourgeois	4
Jim Hoak	9
John Polos	5
Gerry Brown	5
Gus Funnell	6
Brent Anderson	4
Tom Hart	7
Tom Sampson	3

Even though we flew a lot of kids, I'm sure you all feel the same as I... our chapter objective is to give each child an experience that they will remember forever, rather than to meet some numeric goal. The big grins on the faces of each of the kids after their flight said it all... we achieved our objective!

I also want to thank those that helped Michelle at the registration table and to publicly acknowledge that she's the one that does all the hard work rather than I (the person with the title).

Regards,  
 Ron



Jim Hoak sends photos of the Pearson Young Eagle event.

Young Eagle Central.

**Come One  
Come All  
to the  
Greatest  
RV Fly-In  
on EARTH!**

**Saturday  
June 16, 2007**



To volunteer your assistance, contact show-boss Joe Blank — [je-blank@molalla.net](mailto:je-blank@molalla.net). Many hands make light work!

**Meeting Coordinator:**

**Randall Henderson**

**503-297-5045**

**randall @edt.com**



**Program:** Vernonia fly-out / drive-out

**Location:** Vernonia Airport (05S)

**Date/Time:** 6:30 PM, June 14<sup>th</sup> **Early Start!!**

**Phone:** 503-429-1562 (Mike Seager)

The June meeting will be a fly-out / drive-out to Vernonia Airport, hosted by Mike Seager. As most of us know, Mike has been doing RV transition training for many years now, and that's what the program will be about. He'll also be barbecuing Burgers, so bring your appetite too!

If you've never been to Vernonia, you're in for a treat. This is a gem of an airport; a lovely grass airstrip in the heart of the coast range mountains, and a perfect venue for a mid-summer outdoor meeting. But don't fear if the weather's not so good -- Mike has a nice big hangar that we can all fit in comfortably so the show will go on regardless. Sure, it's a bit of a drive, but worth it.

### Driving

Take Highway 26 west past Banks and Manning, and just before it starts up the big hill into the coast range, turn right (North) on Highway 47. Go 12.6 miles before turning left on Timber Road (there's a sign there for the airport and golf course). Go 1 mile, then turn right on Airport road and go 0.4 miles, then left on Airport Way, and 0.3 miles to the airport parking area on your right.

### Plane Pool!

This is a great opportunity for those with flying planes to provide "builder motivation" to those who are building

(or still thinking about it), by offering up a right seat out to the meeting. A good way to offer or ask for a seat is to use the oregon-eaa list or oregon-rvlist -- to sign up go to the chapter web site, [www.eaa105.org](http://www.eaa105.org), and navigate to the Online Forums area.

### NOTAM (fly-ins PLEASE READ!)

Vernonia is in the middle of Oregon's coast range mountains. It isn't especially difficult as mountain strips go, but it ain't no Hillsboro either, and pilots with little or no experience with "non-standard" or soft-surface airports should approach it with caution, and be prepared for a go-around if the landing isn't shaping up right. If you do go around, a turn to the south will help avoid the highest terrain.

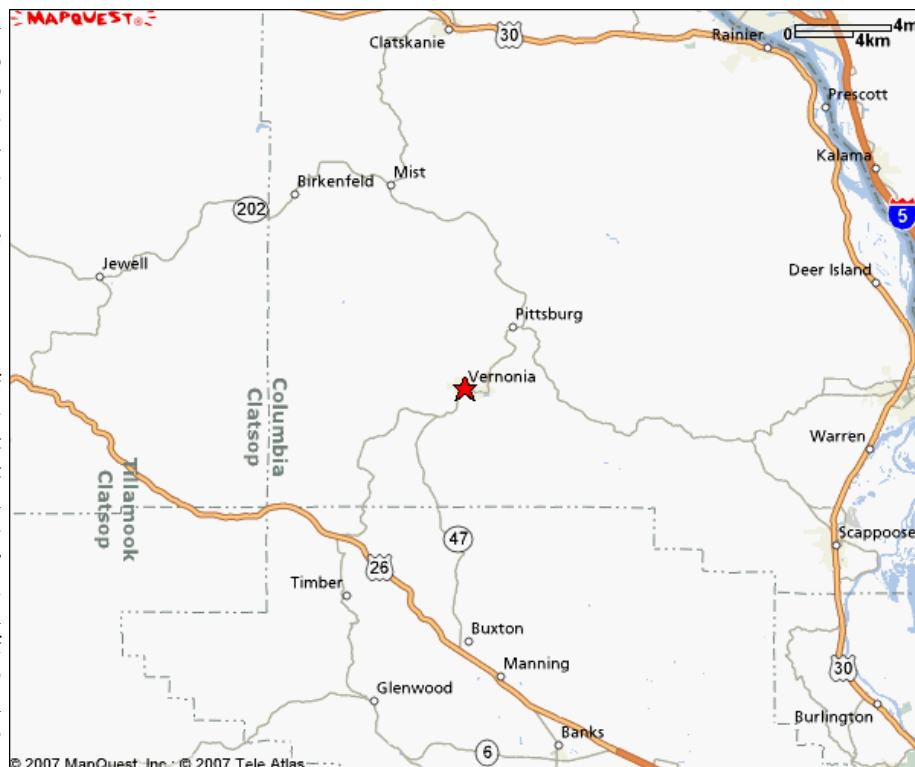
The runway is grass, a bit rough but not too bad, and long enough at 2940 feet. There are hills at both ends. Traffic is always to the south, so it's right traffic for runway 09, left traffic for runway 27. The hills dictate either a steep final (not recommended) or an angled final approach (preferred) -- more pronounced when landing to the west than to the east. If you haven't landed here before you might want to make a low pass (no high speed passes please) to get a feel for the path you want for landing. If you do this DON'T GO TOO LOW since there are trees and rising terrain all around.

Frequency is 122.9; we'll have someone on a handheld radio for traffic advisories.

No lights, and hills/trees all around, so flyers should definitely depart before dark. Sunset is 9:03 / end of civil twilight 9:42.

### About the Meetings

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

- July 13<sup>th</sup>: Arlington Fly-In Luau
- Aug 9<sup>th</sup>: Parkside (Tentative)
- Sept 13<sup>th</sup>: Aden Rich's F1 Rocket EVO

# SAFETY THOUGHTS

## Can You Hear Me Now?

Len Kauffman



Last month we discussed monitoring guard frequency 121.5 for distress calls and ELTs in order to assist fellow pilots. Doing so also enables us to quickly make emergency transmissions if needed. There are a couple related topics that fit in nicely here.

First, let's consider reporting our own emergency. We wouldn't necessarily make that call on 121.5. The best bet is to take advantage of flight following with ATC so our position is known and distress calls can be made easily. We don't always use this service, however. Often pilots fly too low for radar coverage or simply choose not to use it. Then there are times when ATC is too busy to handle VFR aircraft. In populated areas flight following may not be as important since folks on the ground might see and report an off-airport landing or crash (I wouldn't bet on it, though). The real danger comes over remote areas where a downed plane might not be seen – perhaps for days, weeks or even months. There it's important to fly at a reasonable altitude to deal with any problem and have quick access to an appropriate frequency, i.e. flight following or 121.5. If using 121.5, we'd hope that someone overhead was listening – airline, military or general aviation pilot.

Second, we should understand that our current 121.5 MHz ELTs are not dependable. They activate properly in only 12% of crashes and have a 94% to 97% false alarm rate. If they do activate, they provide no information about the plane and it takes time to determine if it's a

crash or just another false alarm. When it is eventually considered a downed aircraft, it gives a large 450 square mile search area. This should highlight the importance of a MAYDAY call and filing a flight plan so an overdue aircraft and an ELT signal can be linked.

Due to problems with current ELTs, the International Cospas-Sarsat Program will phase out 121.5 MHz satellite alerting on February 1st, 2009. What then? Most of us are aware of the new 406 MHz ELTs that were developed to work specifically with the Cospas-Sarsat system. These ELTs produce a stronger signal, significantly reduce false alarms, have higher accident survivability rates, and dramatically increase accuracy in locating accidents (within two mile radius). Some units can interface with aircraft GPS systems to further reduce the area to the size of a football field. The signal can be coded with pilot/aircraft identification to allow Search and Rescue Centers to contact registered owners and determine if an accident has occurred. Then a prompt SAR effort is launched or the owner makes a trip to the plane to deactivate the ELT. Impressive, you bet. Not so impressive is the cost. Pacific Coast Avionics lists three models of the Artex ME 406 ELT at \$995, \$1,525 and \$1,775. Who knows what will happen to prices when we all run in to buy them next year.

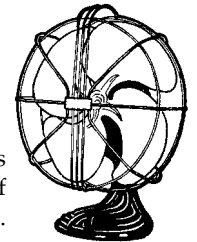
Another interesting product is the Personal Locator Beacon (PLB), which operates much like a 406 MHz ELT. These are small, portable, manually activated transmitters with built-in GPS. They are also registered to identify the owner and can be used for hiking, boating, off-roading, cross-country skiing, flying, etc. There are two possible disadvantages of a PLB if used in airplanes. One, it won't be in the plane unless you put it there – not left in car, boat, backpack, etc. It must be easy to reach and in the same place every flight. Two, it won't trans-

mit unless you manually activate it – preferably before impact. It must be part of a well-practiced emergency checklist. Pacific Coast has two models for around \$550. They are NOT a legal replacement for required aircraft ELTs.

I have a friend who carries a PLB in his plane as a back up to his 121.5 ELT. In reality, he considers it his primary emergency locator. He bought it originally for a trip through Alaska and now carries it with him for all flights. Randy Lervold will keep one in his RV-3 in lieu of an ELT, which is not required for single place aircraft. He addresses the PLB vs. ELT issue in his website at <http://www.romeolima.com/RV3works/Panel/panel.htm#Panel3>.

We affect our safety by how we fly and how we alert others in an emergency. And we'll face a decision on ELTs soon. It's worth some thought to be prepared.

## Watch That FAN!



With the fly-in season upon us, it's time for a reminder: be considerate of the airplanes you're parking near. **No one is impressed by another's use of a burst of power to pirouette into a parking space, not when it throws grit and straw onto everything in the area.**

At events like our NW RV Fly-In, especially, there are teams of folks detailed to help carefully move and turn planes into their spaces – just give them a moment to get to you. Everyone will be happier.

# Our Annual Visit to Vans Aircraft

Benton Holzwarth

Photos Bill Anderson

[More of Bills photos are posted at 'Flickr' —  
<http://tinyurl.com/2nwcvu> ]

General announcements — the next chapter meeting will be at Mike Seager's hangar at Vernonia. If you're flying in have a seat to offer, post to the Oregon-RV or Oregon-EAA mail lists, please! Following meetings are the Luau on Friday at Arlington, then Parkside (tentative.)

The RV Fly-In is coming up on June 16th. Good news — Chapter 902 will be handling the BBQ! And our expanded chapter Poker Run/Fly-In-and-Camp event is coming in September.

Len Kauffman asks that anyone tapped for pancake breakfast duty let him know as soon as possible whether you can/can't make it, or if you have a first/second shift preference.



Randy Griffin was all smiles, logging time on his new -8.



A panoramic of the factory hangar and a few of the guest planes that flew in for the evening.

OPA is having another of their blue-berry pancake breakfasts on the 3rd weekend in July.

Chapter 782, across the river in Vancouver has their regular meeting on the 4th Tuesday of every month. They're reporting they've grown their membership from 18 to 32 people over this time last year.

Mike McGee reports the IAC-77 crew are still working on presenting the World Aerobatic Championship at Pendleton next year. There's a huge amount of planning that has to go into the production of an event of this magnitude. IAC-77 has their regular monthly meeting at Norm's Willis' hangar at Aurora, on June 9th. See [www.iac77.org](http://www.iac77.org) for more info on their events.

From there, Scott Risan took over as MC, since Tom Green is still biking his way back from Sun 'n Fun. Scott started by pointing out the factory folks in attendance, helping builders put faces to the names. When polled, most of the 100+ folks attending agreed they've been to the factory before, but always enjoy seeing the place again.

He talked a little about the new equipment Van's has brought on board, like their new CNC press-brake, which buys them really unparalleled accuracy in bending up parts like spar pieces.

The Vans Aircraft Homecoming will be on Aug 17-19, and will be held on the Independence airport rather than at the factory on Aurora.

Scott talked a little about the RV-12 LSA, saying it has 70 hrs on it now. The rest of the company employees have had a chance to fly it; if they're going to be talking about it at the airshows, they ought to be able to comment from a position of direct experience. And he sums it up with the remark, "...it really flies nice."

Ken Krueger talked a bit about the design requirements

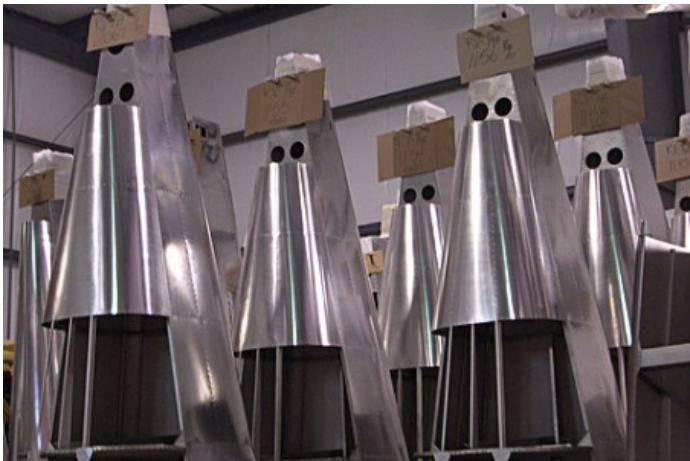


A few of the factory demonstrators.

and his conversations with Dick, "It needs removable wings, with automatic control hook-up, a steerable nose-wheel, a stabilator — and it needs to be easy to build, light and...it needs to fly like an RV. Any couple of the requirements are interesting, covering all is a challenge. In the end, they kept all the listed details except for a switch back to a castoring nosewheel and toe-brakes rather than the single hand-brake on the stick. It's now being redesigned and refined for kit production.

Dick had a few words about the new -12: saying it was fun, challenging, and they were naive — "if it only goes half as fast, seems like it ought to have half as many parts — the same deception builders put themselves through, gauging the complexity of their projects!"





Top: Everyone got a close look at the RV-12 LSA.  
 Middle: Dick's personal RV-10 is making the rounds now.  
 Bottom: QB fusels are arriving again in quantity, following a flood at the production facility.

# Richland Fly-In

June 22 – 23, 2007

Free Admission

Kids Fly Free



- Friday, 6:00 p.m.: Barbecue for local and visiting pilots
- Saturday & Sunday, 7:30 – 11:30: Pancake breakfast sponsored by EAA Chapter 391
- Saturday, Noon – 5:00 p.m.: Food concession by Almost Gourmet
- Saturday, 9:00 a.m. – 5:00 p.m.: Free airplane rides (Young Eagles) for children 8 to 17 years old. Sponsored by EAA Chapter 391
- Saturday, 9:00 a.m. – 5:00: Antique and Experimental aircraft displays
- Saturday, 9:00 a.m.: Aircraft judging and awards
- Mid-Columbia Ninety-Nines will be here
- Free camping includes restrooms and showers
- Same weekend as Tri-Cities's Cool Desert Nights (antique, classic, street rods, hot rods & lead sleds) [www.cooldesertnights.com](http://www.cooldesertnights.com)
- Cool Desert Nights street dance
- Winery Tour
- Tour to LIGO (Laser Interferometer Gravitational Observatory)

For More Information Call: Sundance Aviation  
 (509) 946-2515 • [www.sundanceaviation.net](http://www.sundanceaviation.net)



## Board Meeting Highlights

Your Chapter 105 Board

Tonight's meeting was held at the chapter hangar at Twin Oaks airport. Attending this evening were: Joe Blank, Len Kauffman, Randy Lervold, Ron Singh, Tom Louris, Joe Miller, Jenny Hickman, Dunstan Fandel, Mike McGee, Dick Guarnaro, Rob Hickman, Jim Mitchell, Dick VanGrunsvan, Rion Bourgeois and Benton Holzwarth.

The meeting was called to order at 7:15 pm.

### Agenda business:

- Hangar improvements: No action yet to replace our ailing refrigerator. Rion was previously approved funds to cover the cost. Dunstan has volunteered to chase down blinds for the windows. Likewise, money has been approved for purchase, but no action yet.

- Breakfast Ops: Task sheets didn't work as well at the most recent breakfast. Seemed like folks put 'em in their pockets and then did their own thing rather than follow the procedures. Len will stress the need for folks to follow the program as he corrals volunteers for the pancake breakfasts in the future.

We had a near record turnout, over 300 paid, for the May feed.

JoeM brings news that the side-by-side frige in the breakfast hangar doesn't seem to keep its freezer side as cold as it should or used to. Joe also reports the county health inspectors will be attending our pancake breakfasts regularly now, not due to any infraction on our parts so far as we know, but just as a new policy with the county health dept.

- B-17 Visit: EAA's B-17 will arrive on Thursday before the weekend 'event' at Hillsboro airport.

- Dunstan has been handling advertising. Usually only TV coverage works because of their shorter lead times needed for a short visit in any town. Dunstan was able to arrange with the chapter hosting the Eugene visit rides (two weeks ahead of HIO) for two newspaper people (writer and photographer from the Portland Tribune) to ride along on their press flight. This will allow them the time they need to prepare their stories.

The reporters were very enthused and we're optimistic about some great coverage in their paper. Dunstan arranged rides for the two down to Eugene with Jerry VanGrunsvan and Don Wentz in their RVs, which led to more conversations between the reporters and pilots, and perhaps future additional articles. The group also met at Steve Householder's hangar at HIO, so the news folks were received a tour of Steve's projects and explanation of the Warbird group. The Good Day Oregon people will be out for a TV report for Ch 12 when the B-17 gets to HIO.

Dunstan has also hooked up with two local B-17 crewmen through the local Eighth Airforce Historical Society chapter. The two (a ball gunner and a navigator) have interesting stories. Both were shot down over Europe and spent time in POW camps.

- We'll need chapter volunteers for 'ground crew' for half-day shifts on Friday, Saturday and Sunday. Ground crew helps set chocks and guards the cockpit and rear hatch while ground-tours (walk throughs) are in progress as well as helping in the merchandise trailer. We'll review last years debrief 'issues' list, and see if there's anything we can head off as we go into this years event.

- There is also a Young Eagle event scheduled in conjunction with the visit and Ron Singh will need volunteer pilots to fly the kids.

- Six seats will be available for chapter members as the plane heads to its next stop (Idaho) and those seats are traditionally parceled out to the volunteers by assignment or lot. E.g. the YE pilot with the most flights at this event gets a ride and the other YE pilots draw straws for a seat.

- Canopy: TomL has purchased a canopy. He found a 10x15 unit at GI Joes for \$230. He's still wrestling with some way to weight the legs down for use on pavement on breezy days.

- NW RV Fly-In: Fly-In boss Joe Blank has lined up all but one area crew 'chief', and is appealing now for more helper volunteers which make the load lighter for everyone. The major hold-up, the food service (BBQ), will be handled by chapter 902 this year for a half share of the food profit.

- Len is chasing the t-shirt artwork and printing this

year. He reports he's engaged the printer and is overdue on proofs back so needs to touch bases with him again. JoeM and Benton will cover table setup, bringing the chapter tables and chairs over from Twin Oaks on the morning of the event.

- There will be a YE event connected with the RV Fly-In, but Ron expects to keep it a little more low-key than other events. Folks doing the ground marshalling of airplanes will try to keep them in radio contact to assist parking and meshing with YE traffic.

- JoeB has contacted the businesses on the field and other interested parties (Showplanes.Com, Oregon Aero, SportCopter, BlackJack Squadron, Transwestern, Advanced Flight Systems-confirmed, EAA 902-confirmed, Sherpa and Vans Aircraft-confirmed) to let them know we're coming and Transwestern has again agreed to let us use their picnic tables.

- Poker Run + Fly-In: This year's Poker Run is scheduled for Sept 8-9. Jenny Hickman is organizing. The plan is for the morning Poker Run, followed by snacks back at Twin Oaks, then a catered dinner in the evening and camping with the planes. A fly-out on Sunday morning is also being considered. Advertising will get started in earnest following the NW RV Fly-In. RobH suggested an overnight stop on the poker run, an interesting idea. Next tasks are to select the airports/dealers (there was some discussion of the merits of rotating to different airports or staying with the ones we've been visiting,) and contact the caterer and begin taking 'pre-orders' to begin to gauge the crowd.

- Len will contact the airports for their preferences for parking and safety issues, which will be provided to the poker run players.

- Bylaws: Our accountant has notified us of a new IRS rule for non-profit organizations -- they want to see a 'Conflict of Interest' clause added to group bylaws. Among other things the section says that any board member having a conflict of interest with any board business must declare that interest -- say the chapter buying something that a member has an interest in -- and may not participate in those votes and must leave the room when such votes are being taken. The board voted to adopt the change to the bylaws. The Bogardus

*(Continued on page 12)*

## 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

**Lyc O-320 for Sale** — O-320-E2G, 150 HP, fixed pitch prop only, 2 Slick mags, harness, carb, alternator, starter, oil cooler, fuel pump, cooling baffles. 350 SMOH, removed from RV-4, regular auto gas compatible. Good Karma, this engine has made the Caribbean run from Oregon to Florida to Venezuela and back without a hitch. The sump on this does not fit a nose gear RV but can be changed. \$9,500, mike.mcgee@harrisgroup.com [09/07]



**Citabria 7KCAB For Sale** — 150 HP, \$58,000. 1969 model, rebuilt in 2003. Best high-wing at Columbia 2005. Inv fuel/oil; new spars, fuel tanks. Garmin 250XL, EGT/CHT on all cyl,

new inst panel. 2915 TT, 875 SMOH. Hangared at Twin Oaks. Ron Poe; 503-636-7242, 503-756-1885 (cell) or ronald.poe@comcast.net [09/07]

**Hanger share at HIO** — (Hillsboro Airport) — NE Tee Hanger room for RV or similar. Great spot for final assembly and test flights. You would be sharing space with my disassembled RV-4, RV-9 project and the 105 Tool Crib. Available July 1st. \$135 / month. Contact the Tool Meister: jmpcrftr@teleport.com [09/07]

**Teenie Two for Sale** — I have a Teenie Two, currently flying, is for sale in Eugene for \$6500. If any members would like photos or more info, they can contact me by email or phone (Malcolm Steck) at navypilot39@yahoo.com or 541-579-4741 [09/07]

**Hangar space in large HIO NE Tee Hangar.** Space available for a 1 or 2 seat RV or similar, glider in a trailer, homebuilt project, storage for completed subassemblies, etc. Price \$225/mo, or \$150 if we get a third. Call Brent, 503-781-8758, brentz.enterprises@comcast.net. [09/07]



**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

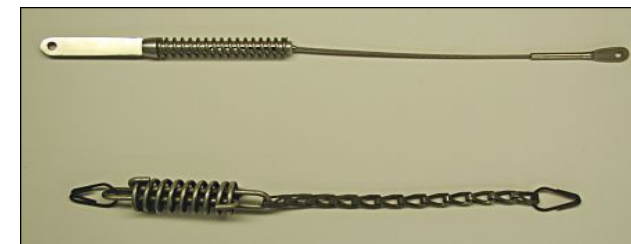
**Bill Esther Engraving** — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther\_engraving.html ecaps.1@juno.com or 503-851-6375

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

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



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



(Continued from page 10)

Trust is making the same change to its bylaws.

- New Members: There was one new member, but a flood of renewals when Randy sent out the 'final notice' emails to the procrastinating members.

- Arlington Meeting: Our annual fly-in meeting at the NW EAA Fly-In at Arlington is on again. The chapter space is reserved (see the website for details) and the Luau dinner will again be prepared by Donna Lervold and Sandy Wilson.

There were no new board member action items from this session. There was no new business and the meeting was adjourned at 8:15.

## 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.

### 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



Randy Griffin's pretty much all smiles these days, flying his new -8.

### 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 '07

- 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

### May '07

- Jeff Knapp + Michelle Smith / She Flies with Her Own Wings (WiA Int'l)
- Terry Lutz / Notes from Cape Juby
- Ron Singh / Young Eagles Season
- Benton Holzwarth / Jim Maddox' RV-7A
- Len Kauffman / Safety Thoughts: On Guard
- Budd Davisson / Grassroots: Where Have all the Pireps Gone?
- Eric Newton + Russ Erb / TnT: Fuel Flow Sensors
- Ron Singh / CAS Aviation Summer Camp

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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  
\$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: \_\_\_\_\_



*Unauthorized Personnel on the Ramp...*

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

- Mike Seager's @ Vernonia Airport
- June 14<sup>th</sup>, 2007 @ 7:00 PM
- Map on pg. 6

**Next Board of Directors Meeting**

- June 21<sup>st</sup>, 2007 @ 7:00 PM
- Location: TBD — Call a board member for the location

**EAA Chapter 105 / Volume 47 Number 6 / June 2007**



**To:**

**First Class Mail**

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