

**EAA 105**

ORLAND OREGON

**August 2007**



HIGH  
ROLLER





**OREGON INTERNATIONAL AIRSHOW  
VOLUNTEER OPPORTUNITY**

Anyone interested in volunteering to help with the experimental, classic and antique static display aircraft parking at the Oregon International Airshow at the Hillsboro Airport on Saturday, August 11, 2007 or Sunday, August 12, 2007, please **contact Rion Bourgeois at 503-670-1144 (W), 503-720-9394 (C), or rion@att.net.** Volunteers receive a free airshow T-shirt, a free entry pass, parking pass, and lunch. Hours are 8:30 am to 5:30 pm. The Blue Angels are the lead act this year, so bring your ear plugs!

**In This Issue**

Chapter 105: Bringing Home the Hardware..... 3  
 Young Eagles—June 3rd, 2007 at HIO..... 4  
 Next Meet: Planes and Projects at Parkside..... 5  
 Goin’ North..... 7  
 Prev Meet: Chapter 105’s Luau at the NW-EAA Arlington Fly-In..... 9  
 Prop Balancing Program Update ..... 11  
 Stop the Presses ..... 12  
 Board Meeting Highlights..... 13  
 2006-07 Feature Article Index ..... 13  
 Buy / Sell / Trade ..... 14  
 Contact! / TCs+FAs+FIIs / Renewal Form..... 15

**Next Meetings**



- **Aug 9<sup>th</sup>** 6:00 PM—Parkside Airpark, Battleground, WA. Map pg 5.
- **Aug 16<sup>th</sup>** Chapter Board Meeting, 7:00 PM—Location TBD (Call a board member)
- **Aug 18<sup>th</sup>** Newsletter Deadline—Newsletter article contributions and ads are welcome at any-time, but may be held to a later issue if received after the deadline.

**On the Cover**

Michael Quatacker’s 2003 Q-8 (RV-8) N8MQ flew up to Arlington from Porterville, CA. It mounts an O-360 pumped up to 230 HP.

A few more words on last month’s 1949 Nord Stampe SV4e cover: It belongs to Bob Hoyt and flies out of Dietz Airpark, and was commissioned by the French Navy from 1947 through 1958. (Thanks, Jenny Hickman.)

**Breakfast KP Duty**

**Saturday, August 4<sup>th</sup>, 2007**

|                   |                   |
|-------------------|-------------------|
| 7:00 AM — 9:00 AM | 9:00 AM — Cleanup |
| Al Hawkins        | Michael Hudson    |
| Jeff Jasinsky     | Bill Innam        |
| Steve Johansen    | Steve Kautz       |
| Ted Johns         | Bill Kenny        |
| Paul Johnson      | Louise Lane       |
| Len Kauffman      | Kevin Lane        |
| Randy Lervold     | Peter Lang        |
| Tom Louris        | Mark Loewen       |
| Jim Maddox        | Glen Longley      |
| Steve Mahoney     | Rick Mandrell     |

**Saturday, Sept 1<sup>st</sup>, 2007**

|                   |                   |
|-------------------|-------------------|
| 7:00 AM — 9:00 AM | 9:00 AM — Cleanup |
| Mel Carstetter    | John Jessen       |
| Dave Lowry        | Martin Koxxy      |
| Ed Mason          | Edwin Miller      |
| John Mates        | Dan Miller        |
| Gary McGaughey    | Jim Mitchell      |
| Howard Means      | Patrick Moran     |
| Everett Mellish   | Tom Newell        |
| Ted Millar        | Brent Ohlgren     |
| Gary Miller       | Dann Parks        |
| Van Patton        | Bob Patterson     |

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

**Loose Bits**

**Lu Lu’s at East Sound**  
Kevin Lane

Today is my anniversary (hey, 7/7 was on a Saturday in 1979 too) and Ellen and I flew to East Sound for dinner, eating at Lu Lu’s. The restaurant is relatively new, the owners (Jesse and Dave, 360-376-2335) are in their late twenties, his wife cooks Italian cuisine. We had a good meal, good service. We were going to try the Inn at Ship Bay, but that added a taxi ride, and I didn’t want to risk flying home after dark.

Dave had pics on the wall of a T-6 his neighbor owns and gives him lessons in, so Ellen rolled her eyes as once again the conversation turned to airplanes (how does that happen?). Actually eating on the patio with 16 the active runway, it’s hard to miss departing traffic. I knew in the past several have stopped at orcas for dinner after attending the Arlington fly-in. I wanted to recommend this place.

# Chapter 105: Bringing Home the Hardware

## Chapter 105 Cleans Up at Arlington

Benton Holzwarth

It seemed the U/L crowd were the only ones that were notified of their Arlington awards, since almost no one else was there to accept. On behalf of our chapter winners, I collected plaques for Steve Mahoney, Hank Bullock, Dan Miller and Dann Parks.

lock, Dan Miller and Dann Parks.

Having dashed up several times, they started looking to me every time an Oregon winner was called.



## 105 Newsletter Wins National Recognition!

Randy Lervold

I'm very pleased to report that our newsletter has received national recognition... a 3rd place EAA Newsletter Editor Award for 2007. Of the nearly 1,000 EAA chapters, around 50 submitted their newsletters for judging this year by an EAA committee. They were judged on consistency, appearance, layout, and content. Congratulations to our hard working newsletter editor, Benton Holzwarth, for this achievement!! Most of us have long recognized

the high quality of our newsletter but it's great to have it recognized nationally. Many of you will remember the personal note Paul Poberezny, Founder and Chairman of the EAA, sent to us earlier this year (see February '07 newsletter) in praise of both content and presentation.

In presenting the award, the judges commented "...it reads like a magazine and we liked the front-page photo." Benton was able to attend the award ceremony at AirVenture to receive the well-deserved award personally.

We are fortunate to have Benton doing such fine work on the newsletter, please join me in congratulating him on his fine work and this award. And keep those newsletter contributions coming!



Brenda Anderson presents the 3rd place Newsletter Editors award at Oshkosh.

...Randy

[My name's on the plaque, but the award's for all of us that contribute. Thanks for all the great material; keep it coming! -Ed]



## Young Eagles — June 3<sup>rd</sup>, 2007 at HIO

Jim Hoak forwarded a few photos from our chapter YE flight at Hillsboro, in conjunction with EAA's visit of the B-17 Aluminum Overcast back in June. Thanks, Jim, for the pictures! And thanks to pilots Rion Bourgeois and Brent Anderson, and all of our YE pilots!



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



**Program:** Planes and Projects at Parkside  
**Location:** Parkside Airpark (WA87)  
**Date/Time:** 6:00 PM, August 9<sup>th</sup>, 2007  
**Phone:** Dan Miller 360-687-2354  
 cdmiller@hotmail.com

Last summer's meeting at Parkside was such a hit we decided to do it again this year (plus they invited us!) Parkside is a lovely private residential strip near Battleground, WA, and several residents will be opening their hangars and doing show-and-tell on their projects.

The hub of our gathering will be at the park at the East end of the runway. There are picnic tables and a fire pit for later in the evening. Most of the projects from last year have been completed, so there are some new RVs on the field. The largest project is a Widgeon (big, twin flying boat) ground-up restoration that is now upright with the engines mounted. There is also an all-wood 1968 Fournier RF4D motor glider (like the one Mira Slovak flew across the Atlantic) that is being rebuilt, one of only 16 in the US. There is also a Sportsman project and LOTS of other interesting aircraft to view on the walking tour of the air park.

There'll be BBQ and refreshments, so be sure to bring your appetite! Also print a copy of the Parkside Project map (next page) to use as a guide while walking around at the meeting.

#### Directions

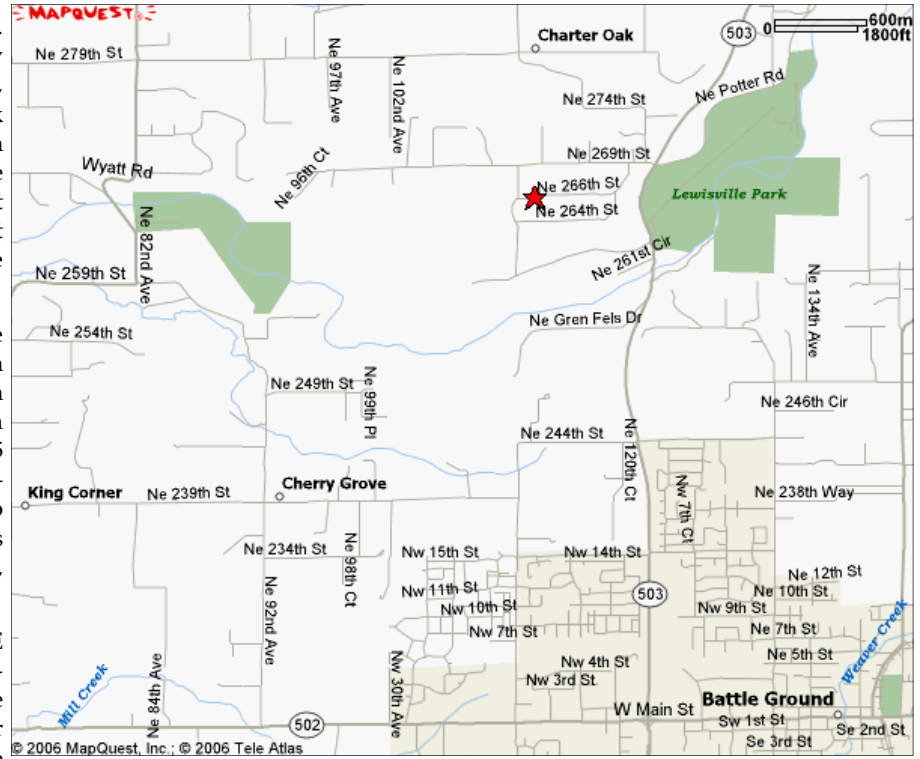
**Driving** Going North on I-205: Take the Battleground,

Orchards offramp. Follow S.R. 503 (117th Ave.) approximately 2 miles north of Battleground, 0.5 miles past Lewisville Park bridge, turn left (west) on 269th St. and left again right after the cemetery. Follow the road past the runway, then turn right onto 266th St. The park is on the right. Try to car-pool if you can.

Going North on I-5: Take the Battleground off-ramp at 179th St., follow N.E. 107th Ave. north for 2 miles, turn right at Duluth (4-way stop). Take 502 approx. 5 miles going east to Battleground. Turn left at S.R. 503. Go north approx. 2 miles. 0.5 miles past Lewisville Park bridge, then same as above.

#### NOTAM (Fly-Ins PLEASE READ!)

Parkside is a non-standard, private airport so we need to be extra careful for safety's sake and to keep the neighbors happy. If you've never flown into a field like this, it's probably not a good first time. If you are OK going into Woodland, Vernonia, or Pacific City you should be fine, but please use your best judgment. If in doubt, bring your CFI, there'll be plenty of food. Airport is 250' elev. 2100 strip, paved with grass strip on the north side of paved strip. Runway is not numbered, so we call it "... to the west" and "... to the east." Pattern is South for either runway. Goheen airport is a couple of miles to the west, so try not to cross their runway centerline as you turn base if landing to the east. Avoid flying over houses to the North. Trees both ends, but they are less of a factor landing to the east, so that is generally the preferred approach (even in a slight tailwind). Landing to the West should only be done if there is a strong west wind (which can happen in the afternoon), and requires a very low approach over the trees. Watch for turbulence on short final, use short-field technique and minimum approach speed. If you're not down in the first third, go around.



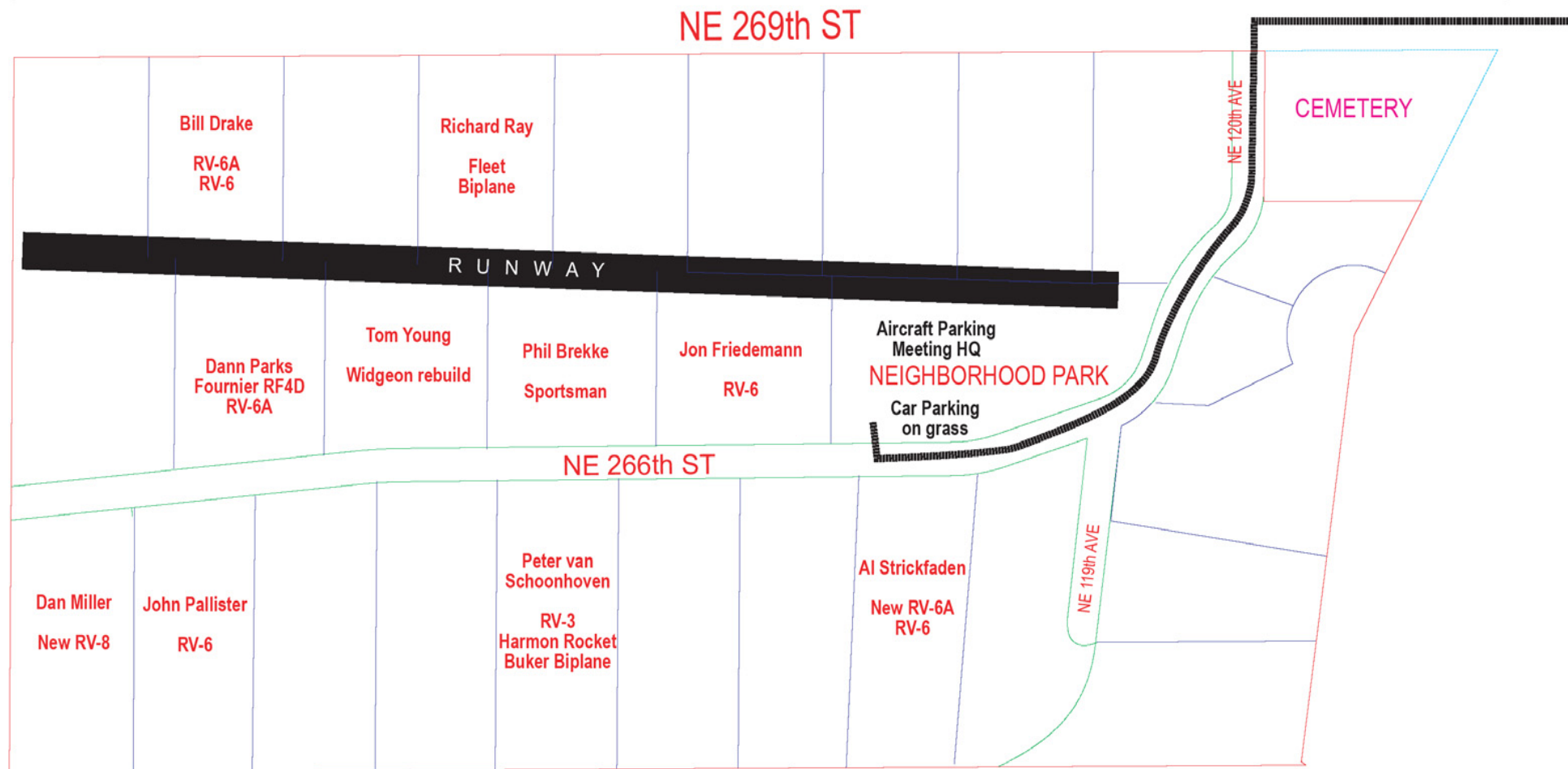
Frequency is 122.9; we'll have someone on a hand-held radio for traffic advisories. Park next to the park on the East end of the field. No lights, so it is preferred to depart before dark. Sunset is around 8:30, so plan accordingly. All departures are to the west. For FAA airport data go to [www.airnav.com/airport/WA87](http://www.airnav.com/airport/WA87).

**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-ear email list -- see the Online Forums section of the chapter web site for details.

#### Future Meetings

Sept - Aden Rich F1 Rocket, Longview  
 Oct - t.b.a.  
 Nov - Pie Auction & Tech Discussion (chapter hangar)

Meeting locations are always needed. If you're interested in hosting a meeting, or have an idea for one, contact the Meeting Coordinator, Randall Henderson, at 503-297-5045.



**Parkside Planes and Projects  
Map — 2007**

# GOIN' NORTH

Ken Scott

At the last EAA Chapter meeting, someone mentioned (one of) my oft-told stories: how my RV-6 has never been far enough from home to require an en-route fuel stop to reach my destination. It was true. I flew the airplane for the first time the day after Christmas, 1993. It's been flyable for twelve of the last fourteen years, and accumulated just over 1000 airframe hours, but it's never been farther from home than Sun Valley, Idaho or Carson City, Nevada—both less than three hours from home.

So in June, I flew it to Alaska.

Two of the most useful planning tools were Randall Henderson's tips for flying into Canada on EAA Chapter 105's website, and Dan Checkoway's site [weathermeister.com](http://weathermeister.com). I also found the NavCanada website easy and useful, and discovered there are real-time weather camera images from many spots in Alaska on-line. After a couple weeks of obsessive worry and research, I finally had the airplane packed with the necessary survival gear and paperwork. The Annual Portland Rose Festival cold front was fast approaching, so I left work at noon on Friday, June 8 and launched from my backyard at Dietz



Airpark.

I was a bit nervous about the required radio work and border crossing formalities. I hadn't filed a flight plan since 1983. Flight Service was right there when I called, though, so I got that opened. Portland Approach assigned me a new squawk—different than the one I'd been assigned when I entered the flight plan—and got a bit testy when I couldn't get it on the box right away. Sorry, guys, it's just so bumpy I can't tune the knobs...give me a minute. After that, it was clear sailing to Kamloops, British Columbia, about 2:40 from Dietz. I landed and called Canadian Customs from the FBO. Here's your number. Keep it in the airplane and welcome to Canada, eh? It couldn't have been much easier.

Loaded with \$1.50/liter fuel, I was off to Prince George, about 1:30 north, where I joined a friend in his Cherokee Six there, for the next leg over the mountains to Fort St. John. The next morning, the very professional weather briefer pronounced conditions perfect – clear skies and tailwinds all the way, and have a good flight, eh? After a long wait for the fuel truck, I took off for Watson Lake, following the Alaska Hiway and cutting the corner at Fort Nelson. Just before I entered the pattern at Watson Lake, Whitehorse Radio gave me a call. I was about 15 minutes past my ETA, and they wanted to know I was all right. Comforting.

Hundreds, maybe thousands, of airplanes were delivered to the Russians along this route during World War 2. How pilots managed the navigation is beyond me. I was fairly comfortable with two GPS units in the cockpit and the Alaska Highway beneath me, but I wouldn't have wanted to get to far off the beaten track. In 1942 the "beaten track" of the highway



was under construction, largely built by African-American troops from the southern USA. I'd love to talk to some of those men – it must have been hell on earth for many.

The weather was still good, so with full tanks I pushed on to Whitehorse, flying at 10,500 to get on top of a broken layer and stay in smooth air. After about 45 minutes, I realized that the tops of these clouds looked just like the tops of clouds everywhere else, so I dropped down to 8500 and endured the bumps. Why fly to Alaska and miss the scenery enroute?

It's big up there. Soon enough there was a mountain range off my left wing tip. Peaks like sharks teeth extended as far as I could see to the south and it stayed that way for the next four hours. Whitehorse appeared in due course. I landed, tanked up (at \$1.89/liter) and headed for Northway, Alaska. The paved runway at Northway—a major entry point to Alaska—had been largely destroyed by an earthquake, but a shorter gravel runway is available. I used it, taxied in, gritted my teeth and waited for the US Customs agent. When he showed up, he apologized for making me wait, and said nice things about my airplane. I showed him my passport, entry sticker, license, medical, airplane registration and airworthiness certificate. He thanked me politely, bid me a good trip and that was that. A quick Coke, a phone





call from the restaurant and I was off across the mountains to my final destination of Glenallen, where a stiff gusting crosswind gave me all I could handle.

The week passed quickly. I caught my first Copper River salmon, saw some beautiful country, learned to sleep in broad daylight (it never gets dark in June at that latitude) and enjoyed the time with a close friend. Too soon, it was time to head home. I'd entertained a vague idea of coming home along the coast, but the weather didn't cooperate. It wasn't all that great along the inland route I'd used to come up, either. I left Glenallen under a 1500' overcast with promises of open skies to the east. About 30 miles out I was down to 900' and feeling the pressure. A big hole opened up above me, and—one of the joys of flying an RV—I zoomed up and 90 seconds later was on top at 2800' with a clear view of the mountains. After a half hour wait for fuel and breakfast, and another hour trying to reach Canadian customs from the modern flight service station on the field, I was off to Whitehorse and Watson Lake.

I had hoped to use the Trench, a river valley route straight from Watson Lake to Prince George, to cut a couple hours off the return trip. A large system full of thunderstorms prevented that, so I spent the night in Watson Lake at a nice, inexpensive B&B.

The next leg was the diciest of the trip. Getting to Fort Nelson was ok, but when I turned the corner and headed

south to Fort St. John, that damn system was still there. I ended up hunting and pecking at 1000-1200' for an hour, always in decent visibilities, but dodging scud and rain showers constantly. Without the experience of the trip up and a good GPS, I wouldn't have tried it. It worked, and I stayed the night in Fort St. John because I was dead tired and couldn't see my way over the mountain range ahead.

Next morning, early, I was at 10,500' weaving through clouds and build-ups. After what seemed like a long time, but was actually an hour and ten minutes, I was in severe clear near Prince George and headed for Kamloops for that cheap (relatively speaking!) fuel. After that, the tiny town of Oroville to clear customs. Many years ago I'd landed here for the same reason and encountered a bitterly nasty agent who went out of his way to make things unpleasant. I was pleased to find him gone and a perfectly reasonable agent there to meet me. Twenty minutes later I taxied out for the last leg home and encountered the only airplane glitch of the trip. The prop control refused to move and I couldn't cycle the propeller. I took off anyway, and found that it was stuck at 2450 rpm. I could live with that, so I headed home, thumping through the heat waves. Mt Adams seemed stuck in the windshield. I flew and flew and flew, but I didn't think I'd ever get past that mountain. Finally, the Columbia River showed up. I crossed it, skimmed by Mt. Hood, pointed the nose down and found the square clump of fir trees that identifies Dietz and touched down, with 25.4 hours added to the tach. My wife heard the engine, and ran downstairs to meet me with a big hug and a cold lemonade. Coming home is the best part.

Looking back, it wasn't a tough flight, but there were several things that are different from normal cross-country flying in the lower 48. Surprisingly, I spent less time over rough mountainous terrain than I do flying to Oshkosh. Most of the flight paralleled the biggest mountains, rather than crossing them. You can make the trip below 8000', perhaps below 7000'.

You must file a flight plan in Canada. That turned out to be easy. Every airport had a direct phone to

NavCanada. But contacting American customs was a surprisingly difficult job. Cell phones don't work, pay phones are hard to find and often don't work when you do find them, and many of the posted numbers don't work either. Since you MUST call before you cross the border, this became a real problem. Finally, a sympathetic weather briefer in Whitehorse made an unauthorized call to Anchorage on my behalf and sorted the matter out. Without his help, I might have had to spend the night in Whitehorse. Next time I'll make sure I have working phone numbers and a phone card.

Probably the most striking difference is flight planning. In the US, I can look at a chart, pick a destination 600 miles away and set out. If I can't reach my goal, there are plenty of other airports to return or divert to. Not in the Yukon. You have to plan for going all the way to your destination, find that you can't land, and return all the way to your starting point because there simply isn't another airport with fuel between the two. It's a little like flying over the ocean...there's a point of no return. With my airplane, that meant that 300 miles was as far as I was willing to tackle. Given the distances between airports, that worked out, but a short-legged airplane is going to make things difficult in this country.

Otherwise, there's nothing particularly difficult about the trip. Take survival gear, make good conservative weather choices, don't have a deadline, bring LOTS of money for fuel (I paid \$1.89/liter at Whitehorse... about US\$6.80/gallon!) and enjoy an uncrowded sky over a beautiful part of the world.





# JULY MEET: CHAPTER 105's LUAU AT THE NW-EAA ARLINGTON FLY-IN

Benton Holzwarth

Along with our frequent meetings at new projects, we're also settling into comfortable repeats of our more popular outings. Next month we'll repeat our trek out to Parkside, which is great since there was so much to see there, I didn't get around to everyone's shop/hangars last time.

Another repeat favorite is our now traditional visit to the NW-EAA Fly-In at Arlington, Washington, and our Friday night Luau. This year, Sandy Wilson and Donna Lervold again packed together a tremendous dinner, with Brent Ohlgren again prep'ing the salmon barbeque to go with the sides and salads. Joe 'n Char Miller helped tote up and erect canopies so we were sheltered from the rain or sun as needed.

Quite a few members joined in the party and everyone seemed to have a great time.

*Everywhere I looked, folks were engaged in great conversations, in pairs, in threes, and larger groups.*



*Brent Ohlgren tends the grilled salmon.*



Upper Left: VP Joe Blank and Prez Randy Lervold mug for the camera. Middle Left: Meeting Coordinator Randall Henderson (left) can take credit for organizing the great meeting venues through out the year, including our annual sojourn to Arlington. Center and Middle Right: Brent Ohlgren declares the salmon ready, and the line quickly forms. Brent and Sandy Wilson share a moment once the rush-time of feeding everyone has eased. Tiki Torches are the sure-sign you've found the Luau location.



Two's in. [Formation humor; photo used w/o permission.]

## Prop Balancing Program Update

Randy Lervold

Our propeller balancing program is alive and well: we have now balanced 60 chapter member's propellers! I have posted the results log on the chapter web site (on the "Programs" page) and update it every few months. At AirVenture this year I learned that DSS Micro, the company that makes the balancing equipment, uses our chapter program as an example during their AirVenture seminar presentation. Having looked over the computer data files they have also been most complimentary of the quality of the work we are doing.

Here's a note I received recently from one of our members...



Randy,

I flew N614A south to Eugene this morning and returned to Twin Oaks and the engine performed very smoothly after the prop balancing that was done last Saturday. The difference was considerable and very noticeable. Everyone should feel that kind of difference! From moderately rough last week to smooth running now. Many thanks for the EAA105 propeller balancing program, it is very worthwhile.

Sincerely,

David Attack  
Sportsman N614A

Full information on the program is on the web site, [www.eaa105.org](http://www.eaa105.org).

...Randy



Randy Lervold and Len Kauffman, one of our two crack prop-balancing teams—members don't need to learn to use the equipment to have their props balanced, just make arrangements with Randy or Mike McGee for the alternate team.



## A Memorable Moment in an AirForce Career

Zippydog via the Bearhawk maillist

Just a little memorable moment in my Air Force Career. I (and my crew) was flying a B-52 over Lake Erie one night. We were being vectored around a box so that some ADC (Air Defense Command) weenie could get practice being vectored around for air-to-air interceptions. We were being the dummy.

After the first intercept I requested "maneuvering" from the area controller which meant that I wanted to make life a bit more interesting for everyone. There were three levels of "maneuvering", 1 was airspeed changes only +/- 50 knots, 2 was heading changes +/- 30 degrees, with airspeed changes and 3 was altitude changes +/- 1,000 feet with heading and airspeed changes. I was denied my request which meant I had no alternative but to drone along in the darkness straight and level, the jet on autopilot playing "target".

I really was content to do things the easy way and just fly straight and level, but the tone of voice of the ADC pilot as he announced "Fox 2", missile launch just rubbed me the wrong way. He seemed to be very proud of himself with that condescending attitude in his voice that all fighter pilots seemed to have for bomber pilots, at the time.

As we were turned back toward the center of the work area the controller was vectoring the fighter in for another attack. My gunner had the "boggy" on his radar and was giving position updates. (in reality he would have "hosed" the fighter with our 20 mm well before he could have shot us with anything) As the fighter closed to about 3 miles my 7 o'clock, I leisurely reached back behind my head and switched off the nav and position lights. Man the excitement in the fighter jocks voice as he almost yelled in a high girly voice "lost sight, breaking angles 23" was reward enough.

I just turned the lights back on confident that we had taken the measure of another fighter pilot's jock size. Remainder of exercise went without incident.

zippydog

Bomber Pilots do it for Hours and Hours

# Stop the Presses

Outside coverage of EAA Chapter 105 activities

## 'Bombs-eye' view of Hillsboro

Experiencing a B-17 from the inside

By Kurt Eckert  
The Argus Times, Jan. 12, 2007

In a lot of ways, the B-17 bomber known as the Aluminum Overcast was exactly as expected. Like a big, silver capsule, it doesn't have a lot of personality from the outside.

On board, you really get the sense that you've stepped back in time and you feel the might of the aircraft, just as men did more than 60 years ago.

After putting on our safety belts, the engines roared to life.

It's not all romantic. The engines are incredibly loud, and you can smell, and even taste, the exhaust from the aviation fuel.

The engines backfired and the plane shook as we taxied. With a powerful sigh, the plane strained into the air, and I felt my heart drop into my stomach. During the 45-minute flight, we got the opportunity to take a look around, to sit in the bombardier's station below the pilots, and imagine what it must have been like to fly forward into thousands of anti-aircraft weapons firing back at you.

I thought about the real soldiers spending more than 10 hours working on the aircraft. I know I could never be the man cramped in the ball turret in the belly of the plane. Not only because I would have gone crazy, but because he had to be a rather small man.



Media members and tourists were treated to this scenic view of Hillsboro from the perspective of the bombardier in several B-17 bomber tours May 31 through June 2.

Chester Eason  
The Argus



The deafening sound inside a B-17 comes from its four 1,200-horsepower Wright Cyclone Model R-1820-97 engines.

Cruising along at 170 mph, it was an unforgettable experience to stick your head out of the top of the open airplane. In wartime, temperatures sometimes reached as low as 30 degrees below zero in-

side the craft, but on May 31, when I flew, it was an exceptionally warm day.

The Aluminum Overcast has been lovingly restored by the Experimental Aircraft Association, but in real battle, flying crews during the war booted the plane to iconic status with stories of returning home despite extensive battle damage. The plane's durability, especially in belly landings and ditchings, took on mythic proportions. Despite an inferior performance rating and bombload compared to the B-24 Liberator, a survey of

U.S. Air Force crews showed more satisfaction with the B-17.

The B-17 was primarily employed in daylight bombing campaigns against German targets during World War II. It helped secure air superiority over much of Western Europe. The B-17 also participated, to a lesser extent, in the war in the Pacific.

Of the 1.5 million tons of bombs dropped on Germany, 500,000 were dropped from B-17s. Today there are about a dozen B-17s still flying. About 100 still exist.

## Chapter 105 — Getting Noticed!

Ya' know, we have a really rockin' chapter going on here. We're big, and we're active...and we're getting noticed! I've seen mentions, if not full articles, everywhere from the local papers to Smithsonian magazine and the RV e-zines.

Following the press outside of our own little newsletter is kinda' fun! If you spot bits, drop me a note or a scan (benton@siletzbay.com) and I'll include them onto a page here for everyone to see.



Here are the latest Laird LCB pictures from Spokane. Larry Howard has proven to be the mater craftsman which is evident in the impressive pictures attached. This spirited ship will be a real performer with the 975 Wright swinging that big ham Standard up front!!! Addison Pemberton

Hillsboro Argus—June 12, 2007—Coverage of EAA's B-17 visit to HIO.

## Board Meeting Highlights

Your Chapter 105 Board

For July, the chapter board of directors concluded there was no pressing business and unanimously agreed by e-vote to not hold the regular monthly meeting.

## 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.

### August '06

- Benton Holzwarth / The RV-1
- Randall Henderson / Builder Motivation
- Mike McGee / Luau at the 2006 Arlington Flyin
- Randall Henderson / Flight of Discovery comes to Seaside

### September '06

- Benton Holzwarth / Bringing Home the Hardware
- Benton Holzwarth / Chapter Hangar Grand Opening and First Look at the Restored Bogardus Little Gee Bee
- Jim Hoak / 2005 Aviation Nation
- Eric Newton / TnT: More Control Locks

### October '06

- Randy Lervold / Our Chapter Hangar: The Whole Story
- Bob Flansburg / Fly Friendly @ HIO
- Benton Holzwarth / Ray Fogg's RV-8A
- Ken & Andy Howe / Poker Run From the Cockpit
- Len Kauffman / Van's RV Homecoming

### November '06

- Randy Lervold / Bylaws Update and Chapter Elections
- Benton Holzwarth / Young Eagle Day — 2 Sept 2006
- Dunstan Fandel / Randy Lervold's Paint Clinic
- Phil Chapman / Cylinder Cooling Wraps in Fiberglass and Silicone RTV
- FAA via Mike Robertson / AD Watch—2006-18-15 Hartzell Propeller Inc.
- Chet Nagle / USS Midway VA-25's Toilet Bomb

### December '06

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

### 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

### June '07

- Ron Singh / Chapter Young Eagle Event Record Set
- Len Kauffman / Can You Hear Me Now?
- Benton Holzwarth + Bill Anderson / Our Annual Visit to Vans Aircraft

### July '07

- Rion Bourgeois / Bogardus Awards Presented to Young Eagle Pilots
- Ken Howe / The B-17 'Aluminum Overcast' at Hillsboro
- Benton Holzwarth + Jim Hoak / Vernonia
- Joe Blank + Benton Holzwarth / The 16th Annual Northwest RV Fly-In

## Gone West

Ed Marquardt on July 4, 2007

Says Budd Davisson: Ed did a lot more than the Charger. He

was the hands/designer/fabricator of a whole string of Golden Age replicas that Bill Turner decided to do. I can't remember them all but for sure a Brown "Miss Los Angeles", Gee Bee model Z, Miles Atwood Special, I think he did the deHavilland Comet for Bill, Howard "Pete" and others I've forgotten.

It was always amazing how he could start with a couple of pictures and sketches and have a dead nuts replica flying in a year or two. He was amazing.



## 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 @silezbay.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

**Prop For Sale**—Hartzell HC-C2YK-1BF/ F7666A-2. 463 SMOH on RV-6. A.D. 2006-18-15 Eddy Current Inspection complied with. \$2500 Alstrickfaden@aol.com or 360-687-3119 Battle Ground WA. 98604 [11/07]

**For Sale: Zodiac 601 XL Kit**—Tail finished, right wing partially completed. Includes tools: compressor, pneumatic and hand rivet pullers, metal snips, all clecos need to finish. Reason for sale—health problems. Kit located in Portland, OR. Asking \$17,000 for kit and tools. Contact exbagels@aol.com or 503-252-4559 for appt to see. [11/07]

**Hanger Space Available**—Aurora Airport. \$300/mo If interested, contact Dave Carlson 503-246-3016 (W), 971-645-6912 (C) [11/07]

**Extensive RV Tool Set for Sale**—Original cost ~ \$3k, selling now for \$995 OBO, no individual sales, please; pick up in Vancouver, WA. Metal-working, riveting, electrical, misc construction and maintenance tools — Way too much to list it all here. Pull the full list from <http://www.silezbay.com/ea105/bits/AlPaulsenTools.txt> (or <http://tinyurl.com/ysmd82>). Al Paulsen n3aprV@yahoo.com or 360-891-8094 [10/07]

**Prop for Sale**—Sensenich 70CM7S16-0(78) prop for O-320 powered RV or equivalent. 78 pitch, (2)-2" extension plates, most RVs only need one. 170 TTSN on RV-4. \$1700. Mike McGee jmpcrfr @teleport.com or 503-701-6315 [10/07]

**Rv-6A Share for Sale**—You can buy half or quarter share, \$38K or \$19K for lo-cost flying... Ideal for flying while building as did I. My project is complete, so my interest in this beauty is for sale. Based at Aurora with a great partner, Cliff Gerber. All electric panel with Dynon D-100. 500 TT on airframe, Lyco 0-360, Harzell CS. Pro paint, Kroger sunshield, strobes, landing and pos lites. Annual currently in progress. Contact jerry2dt@aol.com, 503-725-1517 or 503-702-2663 cell [10/07]



**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: jmpcrfr @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]

**Hanger space in large HIO NE Tee Hangar.** Space available for a 1 or 2 seat RV or similar, glider in a trailer, home-built 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]

## 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](http://www.duckworksaviation.com) or call 503-543-3653

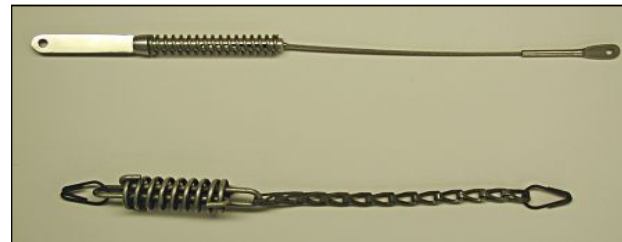
**Bill Esther Engraving** — Contact Bill for help with your custom engraving project. See sample work at [http://www.rvproject.com/esther\\_engraving.html](http://www.rvproject.com/esther_engraving.html) ecaps.1@juno.com or 503-851-6375

**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](http://www.vansaircraft.com) or 503-



## "Contact!" Chapter Officers and Staff

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|--|---|-------------------|
| President,<br>Web Master &<br>DB Admin         | Randy Lervold<br>randy @romeolima.com                 | 360-882-5031 h    |
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## EAA Flight Advisors

**Randy Lervold** 360-882-5031, 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

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

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**Bill Truax** 360-582-0324, goonybrd @olympen.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

Dues: \$20/yr e-delivery of newsletter  
\$25/yr for mailed paper newsletter  
Make checks to "EAA Chapter 105"

For renewals, indicate name & **changed** information only — member info will go into the chapter roster.

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

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

Renewing multiple years: \_\_\_\_ yrs, \_\_\_\_ \$total

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

Order Nametag; \$5 name only,  
\$6 name + 2<sup>nd</sup> line Type and Reg-number

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

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

Nametag 2<sup>nd</sup> line: \_\_\_\_\_

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

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

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

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

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

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

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

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

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



?!?

### Next General Meeting

#### VAF-Home Wing / Chapter 105

- August 9<sup>th</sup>, 2007 @ 6:00 PM
- Planes and Projects at Parkside
- Battleground, WA
- Map on pg. 5

### Next Board of Directors Meeting

- Aug 16<sup>th</sup>, 2007 @ 7:00 PM
- Location: TBD — Call a board member for the location

**EAA Chapter 105**

Editor:  
Benton Holzwarth  
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Tigard, OR 97224-5570

**First Class Mail**

**To:**

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PORTLAND OREGON

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