

EAA 105

PORTLAND OREGON



September 2007



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Next Meetings

- **Sept 13th** 7:00 PM—F1 Rocket EVO. Map pg 7-8
- **Sept 20th** Chapter Board Meeting, 7:00 PM—Location Twin Oaks Project Hangar
- **Sept 22nd** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

I first saw Paul Schafer's SA-300 Starduster, not yet flying, at a warbird fly-in in Roseburg a couple years back. It was a treat to see it flying at Arlington this year. He said he took quite a bit of ribbing from his buddies about hanging the 220 HP Continental W-670 on the front, but boy they sure come running every time he fires it up, now! Paul hales from Sutherlin, OR, and scored the Plans-built Champion award at this year's NW-EAA fly-in.

Breakfast KP Duty

Saturday, Sept 1st, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mel Carstetter	John Jessen
John Mates	Martin Koxxy
Gary McGaughy	Louise Lane
Howard Means	Dan Miller
Gary Miller	Tom Newell
Ron Poe	Dann Parks
Ken Rentmeester	Tim Porter
Leejay Robles	Chris Stone
Phil Renyer	Bruce Swayze
Terry Smith	Mike Terrell

Saturday, Oct 6th, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Dave Lowry	Ron Graff
Brent Ohlgren	Jerry Jerome
Van Patton	Dave Laakso
Bruce Porter	Everett Mellish
Randy Reinhofer	Ted Millar
Charles Rice	John Polos
Daryl Sahnaw	Bruce Radke
Dave Salesky	Aden Rich
Tom Sampson	Steve Rosenstock
Brian Sheets	David Sellers

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

Big Kahuna BBQ

at the

Poker Run *Plus*

*** If you want to eat at the fly-in BBQ, contact Michelle Smith *immediately!* Info on pg. 3.

Loose Bits

• Dr. Paul MacCready, designer of the Gossamer Condor human-powered aircraft and Gossamer Albatross I which became the first aircraft to fly across the English Channel under human power alone in 1979, died Aug. 28. MacCready was also the founder of AeroVironment.

• September 15, 2007 – Tillamook Air Museum Annual Fly-in – Cruise-in, Planes, Trains & Automobiles in support of Oregon Special Olympics – Pancake Breakfast 7-11 AM, Hangar BBQ or Lunch at the Air Base Café 11 AM to 4 PM, Registered vehicles will be inside the Blimp Hangar, Show is Free to Public, www.tillamookair.com 503-842-1130

• Amit Dagan notes on the Oregon-RVlist: **New airplane museum - Hood River.** Grand opening and fly-in on September 7th - 9th 2007. A very special collection of antique aircraft, most if not all in flying condition!! <http://www.waaamuseum.org/>



Poker Run *Plus*

Poker Run – Fly-in – BBQ – Campout

Saturday, September 8th – Twin Oaks Airpark

This will be the Chapter's last flying event of the season and we're trying something new. We're combining the popular Poker Run with a chance for ALL chapter members to show off their planes, then cap off the day with a catered BBQ, movie, and campout.

So c'mon, shine up your plane and fly on in to show it off. All members are invited, plane or no plane. What better way to spend a Saturday than flying, talking airplanes with the other members, and a great dinner!

Here's the plan...

10:00 am	Registration for Poker Run opens • HQ at chapter project hangar
11:00–4:00 pm	Poker Run – <i>Exciting prizes!</i> • Registration \$20 members, \$25 non-members, includes t-shirt • Register day of event • Several stops have lunch available
1:00 – 5:00 pm	Fly-In • All members planes welcome, see HQ table for prop tag • See map for where to park your plane
6:00 pm	Poker Run award presentation
6:30 pm	Catered BBQ • Advance tickets required, see mail-in form attached • Held in breakfast hangar, see map
Evening	Socializing and tent campout • Movie, campfire, ? • Cot camping in Rion's hangar, shower in Pilot's lounge
Sunday morning	Breakfast Fly-out • Fly-out breakfast organized, Len Kauffman leading

Big Kahuna BBQ

** Contact Michelle Smith Immediately if you'd like to eat at the Catered BBQ dinner – The caterer will be preparing and serving only for the number of advanced orders. They will not be able to accommodate walk-ups. Secure your spot by calling or emailing Michelle and you may pay at the event. **

Michelle Smith
503-646-2144, or
397rs @comcast.net

• Catered BBQ dinner:

- *BBO Pork Ribs*
- *Boneless chicken marinated in seasoning and fire oven baked*
- *Steamed white rice*
- *Island noodles w/vegetables*
- *Mango vinaigrette cole slaw*
- *Tropical fruit salad*
- *Fire oven baked peach cobbler*
- **Tickets are \$25 per person which includes all food and soft drinks.**
- **BYOB for any alcoholic beverages.**
- **Tickets will be available for pickup at the BBQ.**
- **BBQ served at 6:30.**

Twin Oaks Airpark (7S3)



Aircraft
Camping

Chapter Hangar
And Poker Run/
Fly-in Site

Aircraft
Camping

Restrooms
And Shower

Fuel

G

F

Fly-in
Aircraft
Parking

Pointer 45°25'43.26" N 122°56'25.79" W elev 158 ft Image © 2007 Metro, Portland Oregon Streaming 100% Eye alt 1659 ft

OREGON INTERNATIONAL AIRSHOW REPORT

Rion Bourgeois
Ron Singh photos

Several chapter members participated in an experimental aircraft fly-by and demonstration at the Oregon International Airshow in Hillsboro on August 11 and 12, 2007. Magneto Flight opened and the Blue Angels closed both days. On Saturday, Magneto Flight was led by John "Magneto" Halle in his Lancair Legacy, and included Rion Bourgeois (Magneto 3) in his RV-4, and Ron Singh (Magneto 4) in his Rans S-12XL. On Saturday, Magneto 2 was Josh Brungardt of Bend in a Lancair IVP Propjet, and on Sunday, Magneto 2 was Len Kauffman in his RV-8. Due to the smaller size of the flight this year, the Rans was given a larger role, flying in a box before the crowd during the entire fly-by. John Halle, an ex-Navy jet jockey, has his ACE card, and did a 450 degree break for landing. John, who turned 60 on Friday, has been leading the experimental fly-by for five or six years. The first year, he was the only aircraft, and the flight has numbered as many as seven aircraft.

Volunteers from the chapter manned a booth to pass out information about the EAA and helped with parking of



Above: Magneto Flight performing run-up before flight. More photos next page. Right: Jenny confirms Robert included a \$20 check with his note.

experimental static display aircraft. The number of static display aircraft was down this year, presumably due to the amount of paperwork required by the airshow committee. The highlight of the show for the volunteers this year occurred Sunday when three young Marine helicopter pilots sought shelter from the rain under our canopy and fell prey to some vicious inter-service razzing from a couple of the chapter's Sexagenarian ex-military pilots, namely John Polos (Navy) and Len Kauffman (Army). John demonstrated the speed with which an old Navy pilot could drop and pump out forty push-ups, and Len bested the Jarheads in the unassisted one legged genuflection contest (hold one foot behind your back, touch that knee to the ground, and then resume standing without dropping your foot or touching anything for balance). The only Gyrene who accepted Len's challenge was at least thirty years younger than Len, once played for the San Diego Chargers, and he couldn't do it. Because he lost the bet, the poor Marine had to hug an old Army pilot. I am sure the story is also making the rounds of a certain Marine helicopter squadron. Presumably Len would be willing to take on all challengers at the Poker Run Plus.

The Oregon International Airshow has been held since 1988, and supports various Washington County and Oregon non-profits. See www.oregonairshow.com for more information. It was estimated that more than 90,000 people attended this year's three day show. The OIA provides a worthwhile volunteer opportunity for chapter members to help the local community as well as show off their air-

craft, and John Polos had some excellent ideas for youth activities next year.

ADDENDUM: NORWEST FLYFEST REPORT

Magneto Flight flew again on Sunday, August 26, 2007. John "Magneto" Halle in his Lancair Legacy, Rion Bourgeois in his RV-4, and Ron Singh in his Rans S-12XL put on a relative speed demonstration of their examples of popular kitplanes at the Northwest Flyfest at the Eugene airport. See www.norwestflywest.com. Rion reported they had a blast at this small and "laid back" airshow.

August 15, 2007
Mr. Randy Lervold
President EAA Chapter 105
C/O
Jennifer Hickman
24172 S. Skyland Dr.
Canby, OR 97013

Dear Mr. Lervold:

This past Sunday my wife and I attended the Air show at the Hillsboro Airport. We stopped at your booth to get out from the rain and were welcomed to sit and utilize a few of your chairs.

We met Mr. Len Kauffman, and conversed with him, I'll never forget him telling us that all he wanted was the \$20.00 and for us to join your organization. While the Blue Angels were the aerial highlight of the air show, what I will take away from it and never forget was Mr. Kauffman's challenge to that young Marine pilot to take his leg and put it behind his back, bending down and touching that knee on the ground without holding onto to anything or falling.

I've told about everyone I've seen about how Mr. Kauffman showed up those Marines and did just what he said he was going to do. I'm enclosing that check for \$20.00, and wish you and your organization continued success. One of the things I truly miss about my time in the USAF as a C-141 loadmaster is the camaraderie that it brought to me with my fellow aviators.

I look forward to seeing you and hopefully Mr. Kauffman at next year's air show. I understand that McChord AFB is planning an air show for 2008, Perhaps some of you could come and visit us up here.

Respectfully,

Robert S. Viguers III
PO Box 88746
Steilacoom, WA 98388-0746



Magneto Flight explores both ends of the speed spectrum. The performers taxi out. John Halle's Lancaire Legacy with the heavy iron.

Tips 'n Techniques

From: Tom Sampson
To: Info@AviationTechProducts.com
Subject: FW: Tom Sampson's Cowling Louver Order

Hello Alex...

It's Wednesday night, and I am just back from the airport. The louvers arrived in today's mail, so I went out to install them and test flight.

Prepping the 2 louvers took about 20 minutes (drilling 12 holes each, deburring, etc.) Cutting the two slots in the lower cowling took another 45 minutes...as I only have a low power compressor in the hanger. Another 10 minutes to pop rivet the louvers in place, and 10 to put the cowlings back on...so basically, an hour and a half from start to finish.

Then...the test flight. It was 30 degrees C at take-off...pretty warm in Portland...just as it was last night when we flew after an oil change, with 9 gallons of fuel on board. (fyi, our aircraft is an RV9a, 0-320, 1125 empty weight.)

Yesterday the oil temp ranged 205-210, peaking at 215 after climbout for a few minutes. CHTs were all over 410-420 after a climbout to 3000 feet. CHTs were 385-400 in cruise

Tonight's flight was with FULL fuel, same OAT ... so we were definitely heavier. BUT...the MAX oil temp that we saw tonight was 185!! AND...all CHTs were running 370-390 after climbout, and settled down to 345 to 355 in cruise.

THESE LOUVERS ARE GREAT!!!! It was easy to see the difference, and the cooler temps are greatly welcomed! I vote for Vans to include a set of these in all kits!!!

Thanks so much for a great product, and a fast order turn around. I will mail your check and invoice tomorrow.

Regards,
Tom Sampson
N728MT



Rectangular holes are cut in the lower cowl below each cylinder bank. Then the louvers are attached with pulled rivets. The aluminum pieces conform well to the compound curve.

Meeting Coordinator:
Randall Henderson

503-297-5045
randall @edt.com



Program: Aden Rich's F1 Rocket EVO
Location: Longview, WA
Date/Time: 7:00 PM, September 13th, 2007
Phone: 360-560-5822

The September meeting will be at Aden Rich's shop up in Longview, the site of his taper-wing F1 Rocket EVO project. It's a bit of a trek for many of us, but well worth it, not only to see the F1. Aden himself is a prolific builder, having built or participated in more than eight RV projects and one other Rocket. If that still isn't enough, we'll also get to check out Aden's IO-540, which he rebuilt himself for installation on the new Rocket. That drive doesn't seem so far now, does it?

From NW Portland / Scappoose / St. Helens / Hillsboro: Take US 30 North to Rainer, and go through Rainer to the Lewis and Clark Bridge. Take the right onto the bridge to Longview. At the stop light on the Washington side of the bridge take a right onto Industrial Way. Head East on Industrial Way approx 1 mile then the road turns north into 3rd Ave. Head north and go under the Hwy 432, and through the stop light. For the rest, skip down to "From the 3rd avenue intersection," below.

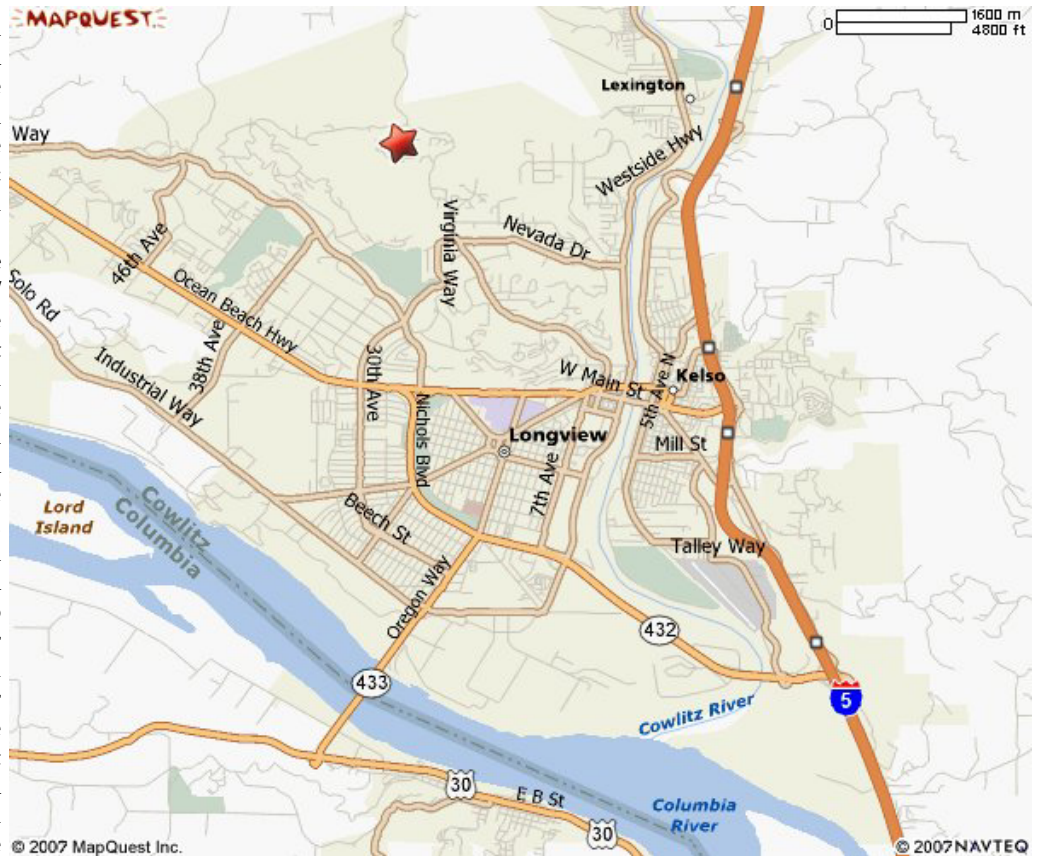
OR -- from Oregon or Washington: Take I-5 North to exit 36. Take the exit to Longview-Long Beach. Head west on Hwy 432 to 3rd Ave exit. Take the right off the hwy to the 3rd Ave light. Turn right on 3rd and head north. Thence....

From the 3rd avenue intersection: it's the same now for

the Oregon/Wash driver. Head north on 3rd through the intersection with Hudson, past all the retirement centers; the road curves and becomes 1st Ave. You will go past the Kelso Hall of Justice/ Court house up the intersection of 1st Ave./W Main and Allen street. The total distance from 3rd Ave intersection at the hwy should be approx 1.9 miles. Keep heading north on 1st Ave through the intersection. Go 2/10 of mile under the bridge and take a left at the Fisher Lane stop light. The water treatment plant should be on the corner. Head west on Fisher Lane 1/10 of a mile to the intersection which is

Columbia Heights. Take a right go over the railroad tracks and go up Columbia heights (do not take the road on the right by the cemetery). You will wind up Columbia heights for 3.5 miles, passing Hill Crest store on the way. As you crest the top of the hill it will go into some S-curves. Go around the curves and take Cedar Gates which is a sharp left up the hill some more. You will wind up some more curves and come to an intersection of Laulainen Rd and Cedar Gates. Take a left -- Aden's is the 3rd house on the right, 32 Laulainen Rd.

Flying: Aden's place is near the Kelso-Longview airport (KLS), and is lighted, so flying is a good option. We'll have a car leaving the airport around 6:45 so if you fly in, please try to make it by then. If you do miss it, call 360-560-5822 and we'll try to get someone out to pick you up.



Kelso-Longview area map — detail map on next page.

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 -- see the Online Forums section of the chapter web site for details.

Future Meetings

- Oct - Steve Johnson's RV-7A; Gresham, OR
- Nov - Pie Auction & Member Business Showcase
- Dec— Holiday Banquet at the Hickmans; Canby, OR

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.



Continue at map section to the right...



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MAPQUEST

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...this section continues northwest from map section to the left.



Central Kelso-Longview

Breakfast Duties

Joe Miller

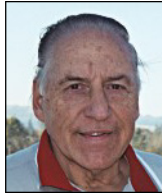
We have a new procedure in running the breakfast. The last few months have been refining the procedure that would allow us to keep the breakfast going even if one of the regular breakfast crew were not there.

We have lists assigned to each person with what needs to be done to get the breakfast ready on time. The lists are assigned by what you want to do during the breakfast i.e. bacon, cracking eggs, cooking eggs, serving, etc. Most people have found it to be a big help to know what to do and what timing is needed to get the breakfast ready to go by 8 AM.

This is still a work in progress. The list is based on everyone being there exactly at 7AM. As you all know, some people arrive early, some people are a little late, and some are just faster than others. This causes some things to be done before other areas are ready. We are going to work on a list to keep some of the stuff from overlapping. An area that has a problem is the sink area. If the sinks aren't cleaned on time the ones who put the paper on the shelves are in the way. The ones who make coffee and the one who cleans the sinks will always have to work around each other. Fortunately, there are two faucets in sinks that are able to fill the coffee pots. The most time critical item is the coffee. We can't use warm water to speed it up, though we don't use it as cold as it comes out of the tap. If it isn't just right it will either take too long (really cold water apx 1.5 hours) or it won't perk (the coffee pot thinks it is hot enough).

When you come in to help with the breakfast, pick up your name tag and the list for the job you want to do. The 9 AM crew will also do the same and replace the person who matches your job with the clean up as it is listed from 10am until done.

When it is your turn to help, please, help us by using the list and critiquing to help us refine the procedure. The breakfast crew really appreciates all the help you give.



First Flight, Second Time.

By Randy Lervold

After building and flying an RV-8, I selected an RV-3B as my second aircraft project. People just don't understand though. Even after looking at the plane, or "project" while I was building it, people are usually very interested and complimentary, but then inevitably pause and say "now really, why are building a single place airplane?"

Even though I selected the RV-8 to build initially, during the entire construction period I had a strange attraction to the RV-3 — I couldn't get it out of my head. You see I have a natural affinity for small, nimble, efficient things. In aircraft design I am most attracted to sailplanes and truly love soaring, the inherent efficiency of it really speaks to me.

The final (and fatal) factor though was that I had never seen an RV-3 built with all the modern stuff... state-of-the-art Lycoming clone with fuel injection, electronic ignition; modern composite constant speed prop; the latest glass panel goodies. Thus the notion of an "ultimate RV-3" had thus been in my head for quite a few years before I began the project. After flying the RV-8 for three years I finally couldn't resist the itch any



With a limited panel space, Randy opt'd for high functionality in compact systems.

longer. Using what I'd learned building the RV-8 to build what I considered the "ultimate RV-3" was just too compelling to me so I sold the RV-8 and dove in again. Single place? No problem — my frequent backseater daughter had grown up and gotten too busy to fly with me, and my wife doesn't like small airplanes one bit, just ask her. So in May of 2004 I started RV-3B kit 11375 and ordered all four kits within a few months. I seldom do things half way, rather I tend to jump in with both feet and immerse myself in it, and so it was with the RV-3.

My mission profile for this plane was for a day/night VFR ship with good cross country capability. In addition to local flying and cross country work, I really enjoy formation flying, and occasional positive-G aerobatics. I am an admitted technology lover and wouldn't think of not installing the latest in electronics. While we all want to build a light airplane I knew the equipment required for these capabilities was probably going to cost me a few pounds, heck, the servos for the autopilot alone weigh 5 lbs.

In the interest of optimizing the ergonomics and functionality of the plane, especially the cockpit and canopy, there are quite a few "improvements" I made to the original design, of course none of them structural:

- A neat gas strut canopy support instead of the string called out in the manual.
- A one piece glass canopy skirt that fits like a glove.



Randy hosted a couple meetings at his home/project over the course of construction, and always has a load of good info.

- An improved canopy latch that operates more intuitively and has a taxi position.
- A custom center console which houses com radio, transponder, hot and cold air vents, fuel valve, and a glove box.
- Electric flap conversion (to make room for the RV-8 throttle quadrant).
- An RV-8 throttle quadrant..
- Scratch built once piece empennage fairing.
- Full swivel tailwheel conversion.

I built this plane to fit me; the entire interior, including

side consoles, center console, rudder pedals, and seat, have all been fit to my dimensions. After operating the RV-8 for those years I knew I needed adequate cockpit storage, something the unmodified RV-3 cockpit doesn't afford. Between my custom side consoles and the center cockpit glove box I now have room for all the requisite pilot supplies.

First flight was on August 8th, 2007. Dan Miller flew chase with Mission Coordinator Randy Griffin in the back seat. It went off without a hitch. Only the surging prop (later corrected by adjusting the fine pitch stop on the prop) was cause for concern.

Does it meet my original objectives and intent? Absolu-

tely! It fits me like a glove with a cockpit that is so comfortable that when I'm done flying I sometimes just sit there because it is such a pleasant environment (the Oregon Aero seat certainly helps). All controls fall right to hand and everything I need is right there in the cockpit somewhere. It is small and relatively light so it's easy to push around and doesn't take much hangar space.

My goal performance-wise was to never have to have any of my O-360 RV buddies have to wait for me in climb or cruise. Since I'm still in Phase I as this is written I haven't done any flying with my big-engine pals yet, but the early numbers are good: max cruise at 8,000' is 213 mph TAS with a top speed at 1,500' of 220 mph TAS, and it climbs like a scalded monkey!

Workmanshipwise, I'm satisfied. It was never my intent with either of the two RV's I've built for them to be show planes. I deliberately set a standard that I finished things to that I'm happy with, but isn't show quality. That would simply take more time than I'm willing to invest. I'm pleased with my customizations as well as the way it is built and proud of the fact that it is a true home-built: I built it myself (with help from my pals) in my garage including paint.

In the end I really enjoyed the building process, especially customizing and optimizing. What would I do differently? So far nothing other than locate the battery aft. Building the RV-3 was a very enjoyable experience, believe it or not much less frustrating than the -8 since I had a much better idea of what I was doing. I don't recommend the RV-3 to a first time builder, any of the newer RV kits are just a better option. But if you've built an RV previously, and you too find the RV-3 attractive, then you are the perfect candidate.

As I did with my RV-8, I created a web site with lots of information on the project. Because the RV-3 community is relatively small I also included all the background info on the RV-3 I could find. If you'd like more info on RV-3s be sure and visit www.rv-3.com.

...Randy



Randy's back in the air after 3 years and 3 months of construction.

Parkside Paradise

Dick Guarnero

Meeting was great. Good food & good friends. Nearly a dozen planes flew in for the event.

Randy's RV-3 was the major new event: it was the first public showing.

We visited several of the hangars around the field to see projects, some just getting started, some finished. Looked over Dann P's Fournier motor-glider reconstruction project. Looks like a lot of work, but will be really nice when complete.



Collin Gyenes' Cessna 170B.



Above: Joe Blank's RV-6.
Below: The panel of Len Kauffman's RV.



Above: the panel of a Cessna 195.
Below: Exterior of Randy's RV-3B.



Below: John Pallister's RV-6.

New Members and Members in New Places

Randy & Heather Reinhofer
394 N. Erd Street
St. Helens, OR 97051
208-582-0157 (H)
208-582-0157 (C)
stjoesniper@yahoo.com
C172
RV-8A

Randy Reinhofer writes (on 8/15):

Sorry it has taken me so long to write back. Crazy busy lives and all. Well, a little about my wife and I. We just got married in June, and I proposed to her in my 172 over Hood River. I made sure there were lots of turbulence so she really had no choice but to say yes. I got my PPL my last year in College which was 2002, so I have been flying for 5 years, bought a 172 a year ago which I am trying to sell now.

I just completed my tail kit on my 8A yesterday! I still haven't bought the next sub kit, but I plan on doing that tomorrow hopefully. So there will be a little bit of a wait till I start working with aluminum again but so far I am really enjoying building and can't wait to crawl in and fly it someday. My wife is a good passenger, but doesn't have her license. We look forward to coming to the next meeting hopefully, I couldn't make the last one, work just gets in the way sometimes. Thanks again.

Randy



A few more photos of last month's newsletter cover shot: Michael Quatacker's 2003 Q-8 (RV-8) N8MQ. The back side of the cards are shown on the underside of the wing.

The 35-Ship Formation at Airventure

Stu McCurdy (Falcon) writes:

Congrats to Joe Blank who came along to Rock Falls IL (SQI) Pre-Oshkosh practice for the 35-ship with the understanding he would have to pass an evaluation to participate. He flew a practice 4-ship ride Saturday morning followed by the evaluation. He passed with a solid performance [earning his FAI Formation card! —Ed] and then was included in the 35-ship practice on Sat afternoon and Sun morning, then flew with the formation for a mass arrival into OSH Sun afternoon. We then flew the 35-ship performance 1130-1200 on Tues and Wed with amazing results. Joe and all 35 pilots delivered a superb display of formation flying. Check Doug Reeves web site for a display of pics.

<http://www.vansairforce.net/>
Stu McCurdy (Falcon)

Joe Blank replies:

Stu, Thanks for the kudos and the opportunity to participate in the 35 ship formation. It was both an honor and a privilege to participate and to represent the Pacific Northwest. Thanks also to all of the NW formation pilots here that have pushed me over the years to become better and hone my skills in order to be ready for this chance. Thanks to the Social Wing for adopting me into their group during the 35 ship training at SQI and at OSH. You guys and gal(s) are a blast! Thanks to Kahuna, Condor, and Dula for their continuous encouragement and leadership. Lastly, I would just like to take the opportunity here to thank you Stu, for all of your hard work on planning, coordinating, and executing this amazing flight.

It was a 'pinch me' moment when I arrived overhead, not only for my first time at OSH, but as part of the 35 ship formation, showing the aviation world exactly what was possible.

Blue Skies!

Joe Blank
RV-6
N6810B

Stop the Presses

Outside coverage of EAA Chapter 105 members and activities

NEIGHBORHOOD NEWS

TIGARD / COOK PARK Part-time pilot wins national editing award

Things are looking up for Cook Park neighbor Benton Holzwarth.

The part-time pilot and member of the Experimental Aircraft Association has received a national editing award for his efforts in putting together his local chapter's newsletter. Holzwarth's editing of EAA Chapter 15 news placed third in a competition that drew about 1,000 entries from around the country.

The quiet pilot traveled to Oshkosh, Wis., on July 25 to attend AirVenture, the 54th annual EAA fly-in and convention, where he received the honor. Holzwarth, who flew commercial to the weeklong event, says "It's a zoo. It's like O'Hare."

Holzwarth regularly pilots his 1956 Piper Tri-Pacer when Oregon weather permits. "Mount St. Helens is spectacular," he says. "Sunriver has a nice restaurant, but mostly I just putter around, looking out onto the valley."

Holzwarth started flying radio-controlled planes 20 years ago. He's been in a cockpit since 1997. The Holzwarth garage is home to pieces and parts of a Barrows Bearhawk, a utility plane Holzwarth is building from scratch. He bought the Tri-Pacer at the urging of his wife, Cary, so he'd have something to fly until the Bearhawk was finished. He was so surprised at her suggestion that he burst out, "Who are you and what have you done with my wife?"

Experimental aircraft has come a long way since Kitty Hawk. Holzwarth says one in five single-engine airplanes flying today is experimental. He insists, "You can't tell commercial from a homebuilt."

Holzwarth's hobby has taken off, and paid off with a newsletter nod at AirVenture. He was unsure how things would turn out when a winning newsletter was named.

"I think we'll get dinged because we don't have an official title. None of us can handle the idea of calling it the Fly Paper."



Benton Holzwarth of Cook Park, who is using pieces such as these wing ribs to build an experimental airplane in his garage, recently traveled to Wisconsin for a convention of fellow pilot hobbyists.

This bit ran in the Tigard/Tualatin edition of the Oregonian. I didn't know yet which position we'd scored, but knew we were in the top five newsletters up for awards.

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.

Subject: Helicopter Flight Explained

Origin Uncertain

(Read it here - absorb it - try to understand it - and you'll never again be bothered with e-mails from us about "helicopter flight...")

- Helicopter flight: A bunch of spare parts flying in close formation.
- Anything that screws its way into the sky flies according to natural principals.
- There are no old helicopters lying around airports like you see old airplanes. There is a reason for this. Come to think of it, there are not many old, high-time helicopter pilots hanging around airports either so the first issue is problematic.
- You can always tell a helicopter pilot in anything moving: a train, an airplane, a car or a boat. They never smile, they are always listening to the machine and they always hear something they think is not right.
- Helicopter pilots fly in a mode of intensity, actually more like "spring loaded", while waiting for pieces of their ship to fall off.
- Flying a helicopter at any altitude over 500 feet is considered reckless and should be avoided. Flying a helicopter at any altitude or condition that precludes a landing in less than 20 seconds is considered outright foolhardy. Remember in a helicopter you have about 1 second to lower the collective in an engine failure before the craft becomes unrecoverable.
- Once you've failed this maneuver the machine flies about as well as a 20 case Coke machine. Even a perfectly executed autorotation only gives you a glide ratio slightly better than that of a brick.

• While hovering, if you start to sink a bit, you pull up on the collective while twisting the throttle, push with your left foot (more torque) and move the stick left (more translating tendency) to hold your spot. If you now need to stop rising, you do the opposite in that order. Sometimes in wind you do this many times each second. Don't you think that's a strange way to fly?

• For Helicopters: You never want to feel a sinking feeling in your gut (low "g" pushover) while flying a two bladed under slung teetering rotor system. You are about to do a snap-roll to the right and crash. For that matter, any remotely aerobatic maneuver should be avoided in a Huey. Don't push your luck. It will run out soon enough anyway. If everything is working fine on your helicopter consider yourself temporarily lucky. Something is about to break.

• Harry Reasoner once wrote the following about helicopter pilots: "The thing is, helicopters are different from planes. An airplane by its nature wants to fly, and if not interfered with too strongly by unusual events or by an incompetent pilot, it will fly. A helicopter does not want to fly. It is maintained in the air by a variety of forces and controls working in opposition to each other. Having said all this, I must admit that flying in a helicopter is one of the most satisfying and exhilarating experiences I have ever enjoyed: skimming over the tops of trees at 100 knots is something we should all be able to do, at least once".

• And remember the fighter pilot's prayer: "Lord I pray for the eyes of an eagle, the heart of a lion and the courage of a combat helicopter pilot."

Many years later, I know that it was sometimes anything but fun, but now it IS something to brag about for those of us who survived the experience.

Board Meeting Highlights

Your Chapter 105 Board

The August meeting of the EAA Chapter 105 board was held on Thursday, 17 August 2007 and called to order at 7:05 PM. VP Joe Blank presided in Randy's absence. Attending were Joe Blank, Rion Bourgeois, Ron Singh, Dick Guarnero, Mike McGee, Joe Miller, Jim Mitchell, Tom Louris, Trish Blank and Benton Holzwarth.

Two minor corrections were offered for the previous meeting's minutes: I (Benton) misspelled both first and last of Ralph Schildknecht's names. With that correction, the June minutes were approved. [Checking now, I see that I had typo'd Ralph's first name, but had the last correct, I believe. bjh] (A board meeting was not held in July.)

Agenda Items

- Hangar Issues (Rion): Everything is running smoothly. The new refrigerator is in place in the project hangar and working. With the bright evening sun shining into our meeting, we were reminded that we'd previously approved Dunstan's purchase and install of some blinds for the windows.

- Breakfast Operation:

- Chair replacement: Mike had earlier circulated email that he'd spotted some cheap (\$5 ea) steel-frame chairs on Craig's List, and had sought, and received, an OK to buy on our behalf. By the time he got back to those, they were apparently already taken. He found more stacking, steel-frame chairs at one of the used furniture suppliers at \$8 each. The board quickly approved purchase of 50 more.

- Cashier: Donna Lervold has been serving as our cashier for a year or more, but is now ready to relinquish that post. Ahead of the meeting Randy Lervold and Len Kauffman had volunteered to alternate the duty. At the meeting, I (Benton) also agreed to enter the rotation, so at most each of us will cover the duty every third month.

- Young Eagles:

- Our next event is scheduled for August 25th. Ron has set up an email list of about 15 names for direct contact (drop him a note if you'd like to be contacted for YE

events: rsingh75 @comcast.net.)

- We had anticipated running a YE flight in connection with our upcoming Poker Run and Fly-In, but there is so much going on with that, that the decision has been made to hold off on the YE flight just to hold down the number of directions we're going with this expanded event. YE Pilots are always welcome to set up ad-hoc rides.

- We're trying to work the pilot awards back into the year of the flights and this time around, YE Pilot awards for 2006 will be presented on the evening of the Poker Run event. Going forward we plan to present the awards for the year at the annual holiday banquet.

- Poker Run: Jenny is again organizing the expanded event -- Sept 8-9 this year, with assistance of an organizing committee of Jenny, Rion, Len, Randy, Ron and Michelle Smith. The fly-out will start a little later than past years with registration at 10 and an expected return by 5 PM. The Poker Run will cost \$20 to enter this year (not including dinner.) Dinner is looking like \$23 per person. No dogs, please.

Ron and Michelle are covering food, with catering service planned through 'the Big Kahuna.' at an expected cost of \$23 per person and will be served in the upper 'Breakfast' hangar. Dinner will need to be purchased in advance. Ron is coordinating with Bob Stark for campfire pits near the project hangar and Ron is planning a movie out on the ramp after dark.

Following the Poker Run, we're planning a fly-in dinner, camping, and a fly-out breakfast. We'll get porta-potties dropped near Rion's hangar and showers are available in the pilot ready room for the folks camping. Rion will also open his hangar for anyone wanting to bring a cot to sleep on.

Len is handling the Sunday morning fly-out; one idea is a breakfast run out to Hood River.

Randy is covering advertising; Rion the porta-potties and prizes; Len handles the fly-out and Ron has facilities, coordinating with Bob. BYOB!

Open Floor

- HIO Airshow recap: Fun magneto flight at airshow. Ron and the team flew Opposing traffic, intentionally. In

past years 7 acft have performed, but this time only 3-4. John Halle, Josh Baumgartner, Rion and Ron. Ron flew with the others this time rather than the separate act like in the past. On the second day had Len performed rather than Josh. And the regular airshow announcer did announcing this time. In the static area there were 2 LoneEZs, a Starduster in mil-paint (902 guy.) Rion suspects the increased paperwork load required by the airshow folks held static displays down. Magneto flight to perform at Eugene in a couple weeks.

Next meeting here (at the project hangar) unless otherwise changed. Adjourned at 7:55.



At Arlington, EAA Chapter 84, Snohomish, WA, kept a busy tent, with a couple wood projects and lots of activity.

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.

September '06

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

October '06

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

November '06

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

December '06

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

January '07

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

February '07

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

March '07

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

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

August '06

- Benton Holzwarth / Chapter 105: Bringing home the Hardware
- Randy Lervold / 105 Newsletter Winds National Recognition
- Jim Hoak / Young Eagles event at HIO photos
- Ken Scott / Goin' North
- Benton Holzwarth / Chapter 105's Luau at the NW-EAA Arlington Fly-In
- Randy Lervold / Prop Balancing Program Update



I think this is a big part of what I like about the NW-EAA fly-In at Arlington — the closeness and immediacy of the fly-bys.

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

Seaside Hangar—42' by 38' rectangular hangar for rent at Seaside Municipal Airport. One of 5 new hangars on the airport available short term or long term rental. Remotely operated bi-fold door, bathroom and courtesy car. Contact John Anderson 503-752-1481 jawbon01@aol.com [12/07]

Hanger Space Available—Aurora Airport. \$250/mo If interested, contact Dave Carlson 503-246-3016 (W), 971-645-6912 (C) [12/07]

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 exbags@aol.com or 503-252-4559 for appt to see. [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.siletzbay.com/ea105/bits/AlPaulsenTools.txt> (or <http://tinyurl.com/ysmd82>). Al Paulsen n3apr@yaho.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]

Hangar 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 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



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President, Web Master & DB Admin	Randy Lervold randy @romeolima.com	360-882-5031 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 360-882-5031, 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

John W Cox 503-453-6016 (cell) johnwcox @pacificnw.com,

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 360-882-5031, 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 @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



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Send to: Jennifer Hickman
24172 S. Skylane Dr.
Canby, OR 97013

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

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

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Order Nametag; \$5 name only,
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Current Project: _____

Spouse's Name: _____

Completed Projects: _____

Comments: _____



At Arlington, this cub, with sooo many stickers.

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

- Sept 13th, 2007 @ 7:00 PM
- Aden Rich's F1 Rocket EVO, Kelso-Longview, WA
- Map on pg. 7-8

Next Board of Directors Meeting

- Sept 20th, 2007 @ 7:00 PM
- Location: Chapter 105 Project Hangar, Twin Oaks

EAA Chapter 105

Volume 47 Number 9 / September 2007

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

First Class Mail

To:

