

EAA 105

PORTLAND OREGON



November 2007



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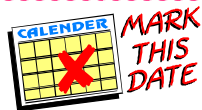
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Next Meetings

- **Nov 8th** 7:00 PM— Map on pg. 3

- **Nov 15th** Chapter Board Meeting will likely be cancelled for Nov — contact a board member as the date nears for the latest info.

- **Nov 17th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

Hank Bullock's Auster AOP graces our cover this time.

Breakfast KP Duty

Saturday, Nov 3rd, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mike Seager	Jerry Jerome
Robert Strickland	Charles Rice
Colin Strong	Aden Rich
Jake Thiessen	Al Strickfaden
Roy Thoma	Art Waldal
Sandra Bes	Ken Warner
Ron VanBladeren	John Warren
Jerry VanGrunsven	Paul Watson
Stan VanGrunsven	Don Wentz
Kim Vermilya	Carl Weston

Saturday, Dec 1st, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Jim Mitchell	Everett Mellish
Dick VanGrunsven	Camilo Moncada
Mike "Easy" Wilson	David Sellers
Dale Wotring	Jeffrey Baxter
Steve Young	Matt Benson
Dick Zander	Dan Benua
Brent Anderson	Joe Blank
David Attack	Rion Bourgeois
Mathew Bailey	Larry Brons
Martin Baumer	Harold Bullock

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

11th Annual Veterans Day Celebration Saturday, November 10, 2007

The Air Museum along with local VFW Posts will host the 11th annual Veteran's Appreciation Day to honor and thank our local Veterans with an Open House for the Tillamook community.

The program will begin at 9:00 a.m. and will conclude at noon with the fly-over. Some of the activities include:

- SOS Breakfast at 8:00 a.m. in the Air Base Cafe
- Fly over by the Oregon National Guard, between 11:00 a.m. and noon
- Color Guard (U.S. Coast Guard and local VFW)
- Speakers
- Singers
- Coast Guard Display
- Invocation
- USAF Civil Air Patrol
- Tillamook Community Band
- Clan Macleay Pipe Band

The museum will be open from 8:00 a.m. to 5:00 p.m. to celebrate Veterans Day, Saturday, November 10th. Admission to the program will be free to everyone and admission to the museum will be free to veterans. Everyone is welcome.

Phone 503-842-1130 for more information.

Meeting Coordinator:
Randall Henderson

503-297-5045
randall @edt.com



Program: 105's Annual Pie Auction and Formation Flight Forum

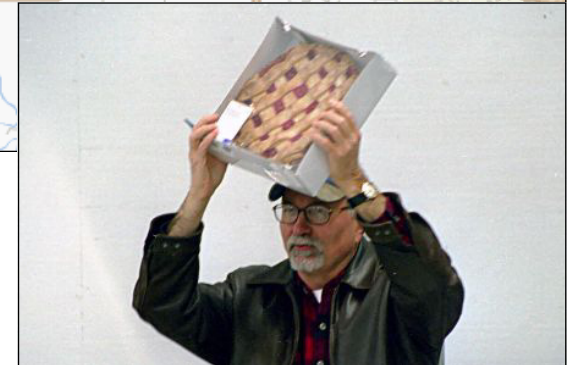
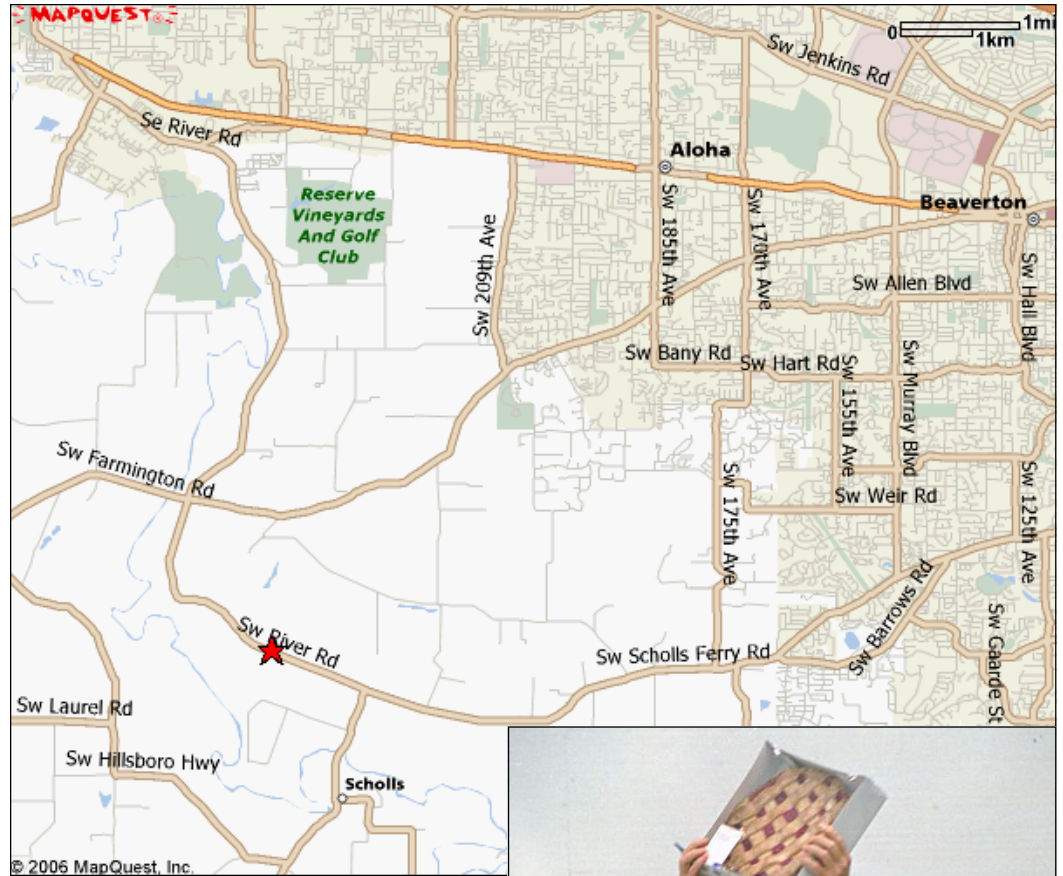
Location: Twin Oaks Project Hangar
12405 SW River Rd, Hillsboro

Date/Time: Thursday, Nov 8th @ 7:00 PM

November is the month that we traditionally hold our Pie Auction and chapter elections. This year we'll be combining that with a panel discussion with our chapter Formation Flight team.

Directions:

From Washington Square, go west on Scholls Ferry Rd. When Scholls Ferry dives left at the flashing yellow light, go straight onto River Rd, and go about another mile. It's on the left. If you see to the alpaca ranch, you've gone just a little too far. From Hillsboro, go south on River Rd. It's on the right, just past the alpacas.



Future Meetings:

Dec—Holiday Banquet at the Hickman's, Canby, OR
Jan—TBD
Feb—TBD

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 or Walt Foster.



Meeting Planning

Walt Foster will be taking over the meeting venue planning from Randall Henderson, who has handled the task for years. If you have a project you'd like the chapter to come see, Walt would love to hear from you. rvaitor1@yahoo.com.

Steve Johnson's RV-7A project

Benton Holzwarth

This month's project meeting was a visit to see Steve Johnson's RV-7A project. After the normal period of catching up with each other and sampling the edibles, Rion called the meeting to order, working through the usual business. About 20-25 folks made the journey out to Gresham on the dark, wet evening.



Our host, Steve Johnson

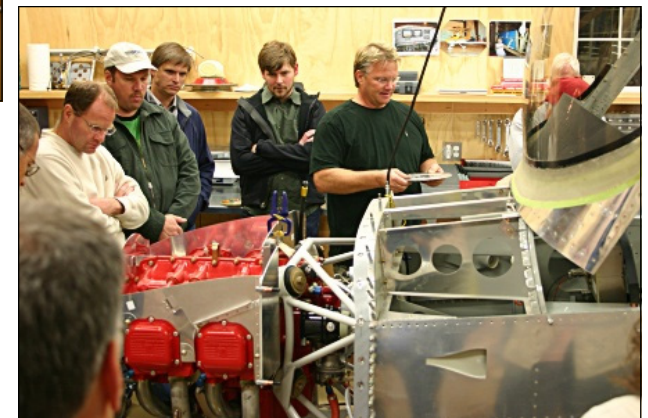
There was a new member in attendance, Shannon Miller is working towards an RV-7A, and is signed up for Wally Anderson's metal airplane class down in Eugene soon.



Various subsystems, ready to install on the aircraft. Note the sheet steel covering on the bench, complete with back-splash..

For milestones, there was a first flight reported, of a Lancair Legacy at HIO. This was a builder that had been working with Leighton Mangles. It was reported that the first flight had flown with a 'required crew of two', tho' the second flight was the builder flying solo. We're all curious as to how this was worked out.

With the regular business out of the way Rion introduced Steve Johnson to us and let him take over.



A view from outside. Steve's shed is a beacon of warmth on a wet night.



Steve selected an AeroSport O-360.



In the write up for our September visit to **Aden Rich's** Team Rocket F1 EVO project up in Longview, I swapped Aden's name around to Rich Aden. I apologize to Aden Rich!



Steve describes making a part of his induction system more than once.

Steve opened with a little info about his goals for the plane and how that's driven some choices. He would like to fly it to South America some day, so elected to use a carbureted engine rather than fuel injected, thinking it'd be less susceptible to fuel contamination. He selected an AeroSport O-360-A1A. He's using one conventional mag and one Lightspeed Laser Plasma electronic ignition. He's using the Van's engine baffle kit. There was some mention that the factory has recently redesigned the kits. The engine will drive a Hartzell constant-speed prop. He likes the C/S prop for its ability to act as an air-brake as well as all around climb/cruise ability. He's installing a Vetterman stainless steel exhaust.



Steve selected black/red for upholstery. Admitting there was some debate about the colors, he likes the final result.



He's installing dual Chelton units, but hasn't really designed his electrical system yet. There was a suggestion from the floor to add backup to the electrical system.

Asked the usual question, "When will you be ready to fly?" he replied "I thought I was a year away, three years ago." Good answer.

Steve went on to say he's a real estate broker, not an engineer—if he can build one of these, anyone can.



New Members and Members in New Places

New Member **Shannon Miller** wrote to Randy:

I've attended the last three chapter meetings but I don't think we've met 1:1 yet, and it wasn't until the last meeting that I 'publicly' introduced myself at the meeting.

My middle name is "All Thumbs" but I'm headed to Van's in the morning for a demo ride, and if all goes well (and I know it will), I plan to bring an RV-7A tail kit home with me. I'm attending the "Introduction to Building" class at Synergy Air in Eugene on Saturday and preparing our small and dilapidated outbuilding for airplane construction (a compromise reached with my wife, who thinks a garage is for cars, not planes). I've yet to buy any tools and I plan to do that after the class, and begin actual construction right away. Exciting!

I'm an instrument-rated private pilot with about 400 hours, and a member of the Hillsboro Flying Club. This summer I made a trip to Indiana and back in a Cherokee 140. It's the biggest XC trip I've ever made, and I really had a blast. On the way back I thought to myself, "This really is a whole lot of fun, but in the future it's gonna be faster than at 100 knots!" I've had my eye on the RVs for a while now, and started getting particularly pumped up about the thought of building my own during the last couple of days of my trip. That was in June, and at the time I told my wife I'd see how I feel about it still in a couple of months, to see if it's just a passing thing, or something I'm still excited about it. Well, you guessed it. See above paragraph. ;-)

I have no prior experience whatsoever and can barely fix a toilet plunger, so I'm rather nervous. But everyone tells me "no problem." I hope they're right! I'm also hopeful that I'll be able to learn a lot from other EAA chapter members, and that I can rely on them to help me through the tough spots that I encounter during this challenge.

I'll save the pic for when I have something interesting to pose next to, like maybe an RV-7 tail! ;-)

Regards,
--Shannon

SAFETY THOUGHTS

Safety Thoughts – Runway Incursions November 2007



Len Kauffman

The FAA has a few words for those of us who fly into busy airports: Don't screw up! The concern is Runway Incursions, where something (usually our airplane) creates a collision hazard to departing or landing aircraft. FAA records show an increase every quarter during FY2007 over 2006. The vast majority of incursions are due to pilot error and most of them, over 70%, are caused by general aviation pilots. That's us, folks. According to the FAA website, 210 incursions due to pilot deviations occurred in FY2007, more than a 10 percent increase from last year.

Richard Healling, an aviation safety expert and former NTSB member, says "Probably the biggest threat of all, today, many, many people agree, is not so much a mid-air collision as a runway incursion incident."

A mistake on an airport runway can be catastrophic. Remember the runway collision at Tenerife Airport in the Canary Islands on March 27, 1977, involving two 747's? It was the greatest loss of life in aviation history (excluding 9/11) with 583 deaths. While our Cessnas, Pipers, RVs and Lancairs won't likely cause that much havoc; a runway collision will ruin any pilot's day.



The FAA distributes thousands of cards, pamphlets and DVD's to educate pilots on airport signs and markings. They should be familiar to all pilots. Let's look at a few. Taxiways have yellow centerline markings (paint) and signs that are either black or yellow. If we're

on BRAVO we'll see this black sign on the side of the taxiway.

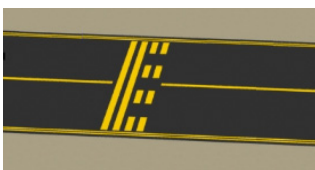


Approaching taxiway intersections we'll see yellow signs with arrows pointing in the direction of those taxiways. In the case below, we're on GOLF and just ahead are ALPHA on a sharp left and LIMA to the right. We could have a clearance to "taxi via GOLF, hold short of LIMA." When we see this sign, it's a good time to hit the brakes since another plane will likely be crossing in front of us.

Runway signs are red. Runway centerline markings are white. Here we are on taxiway BRAVO THREE approaching runway 1-19.

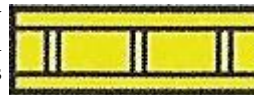


Adjacent to runway signs we'll see runway boundary markings (hold-short lines) painted on the taxiway. It's



critical that we understand these lines. The SOLID double line is on the TAXIWAY side – on the left in this example – and it screams "Don't cross this line unless you have clearance from tower." The BROKEN double line is the RUNWAY side – on the right here. After landing we exit the runway and MUST cross the line without delay to clear the runway. Then we'll contact ground for taxi clearance when on the taxiway side of the hold-short line.

The ILS critical area boundary marking is sometimes confused with the hold-short line. This



marking is only important during bad weather (IMC) when aircraft must stop farther from the runway to avoid interfering with the ILS signal for arriving aircraft. If you don't fly in bad weather it's not a factor.

At first glance airport markings and signs seem straightforward enough. Why do pilots make mistakes? The FAA tells us incursions result when pilots lose situational awareness, get confused by airport signs and layout, don't hear or understand controller instructions or simply fail to follow them. They are more likely to occur when pilots are unfamiliar with an airport, are fatigued or encounter distractions. Here are a few suggestions:

- Before operating at any large or unfamiliar airport study the airport diagram. Know where you are, where you are going and all taxiways between. Airport diagrams are shown in the FAA's Airport/Facility Directory, Jeppesen charts and the Flight Guide. They can also be found and printed at www.faa.gov/runwaysafety/ by clicking on "Airport Diagrams", entering airport identifier and selecting PDF file. Some airports have designated "hot spots" where pilots must be especially careful. If you're going to an unfamiliar airport have a printed diagram on your kneeboard and study it beforehand.
- Stay current on airport signage. Keep an FAA "Pilot Guide to Airport Signs and Markings" handy and stay familiar with it. Check out Runway Safety on the FAA website and take the interactive exercise "Situational Awareness Through Airfield Signs and Air Traffic Control Instructions". AOPA also has an online Runway Safety course. Click on AOPA's Training and Safety, select ASF Interactive Courses, go down to Runway Safety and click on "Take the course". You'll find those exercises educational. The APOA Air Safety Foundation also has flash-cards for practicing at www.aopa.org/asf/publications/flashcards/.
- Radio communications with ATC: Listen to transmissions between ground control and other aircraft. Be aware of their movements and any similar aircraft call signs (aircraft have taxied onto runways mistakenly following instructions for another aircraft). Write down taxi instructions – but do so while stopped, not in motion. Run checklists only while stopped. If in doubt

about a clearance or where you are, ask. If needed, ask for “progressive taxi instructions”. Readback all hold-short, runway crossing, position and hold, and takeoff clearances. Do not “Roger” these clearances – readback with, “Cessna 1234T, position and hold runway 28 Left” or “Cessna 1234T, hold-short runway 28 Left”. If you have passengers, use the “sterile cockpit” procedure to reduce distractions. If they have aviation experience, you might ask them to help read signs as you taxi.

- Be especially cautious at night when everything is more confusing. And make sure your lights are working and turned ON. When cleared in position, line up off centerline to make it easier for landing aircraft to see you. A few years ago an aircraft landed on top of another plane holding in position at LAX. It was lined up on the centerline lights and was not seen by the landing pilots.

It's good to know that it's not always general aviation folks who mess up. So do the big boys. One particularly busy day in Chicago an airline pilot made a wrong turn on a taxiway and destroyed a carefully choreographed dance of nearly a hundred aircraft. The exasperated ground controller said, “Okay....everybody stop.....nobody move until I get this thing straightened out.” A moment later one quick-witted pilot radioed, “United Moved.” A couple chuckles were heard and the controller actually lightened up – for a moment.

Uncontrolled airports where we usually fly can also have “incursion” problems. Occasionally we'll find aircraft landing both ways on the same runway (sometimes without a radio). It's imperative that we look both ways before takeoff and landing. We also need to check all taxiways leading to our runway. Intersection takeoffs do occur. Always make position reports so other pilots know your whereabouts. Oh, and keep your radio volume turned up and on the correct frequency – mistakes I've made a few times.

COLD WEATHER INFLIGHT HAZARDS AND TIPS

Dave VanDenburg— Technical Counselor
WA8DOF@yahoo.com
EAA Chapter 439 (Michigan)—www.eaa.439.org

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the “E” word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called

“Glider Pilots.”

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book “Key Reprints.” This book is available free online at www.lycoming.textron.com. Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.



A 1931 WACO RNF at the WAAAM museum, Hood River.

Q: How many gallons of dope does it take to cover a Boeing 40?

A: 162 gallons for four wings! (This fact brought to you by the Pemberton's at Felt's Field.)



Board Meeting Highlights

Your Chapter 105 Board

The latest meeting of EAA Chapter 105's board was held on 18 Oct 2007. Attending: Randy Lervold, Joe Miller, Rion Bourgeois, Mike McGee, Benton Holzwarth, Ralph Schildknecht, Jim Mitchell, Tom Louris, Dunstan Fandel, Joe Blank and Jenny Hickman.

The meeting was called to order at 7:05.

Agenda:

- The minutes of the September meeting were circulated ahead of the meeting, reviewed and approved.

- Project Hangar Report (Rion): Jim Maddox is moved from G-1 to G-3. Ron Poe and the RV-4 are moved over to Ron's hangar (on TwinOaks) with space available since he sold the Citabria. Bobby Freeman was considering using a fraction of G-3 to build an RV-9; is now considering a Lancair Legacy and has put occupying the chapter hangar on hold. He may need the space later.

- Tom, Randy, Rion and Don Wentz performed a clean-up work party on G-1, hauling a pickup + trailer load of accumulated junk out to the dump. Rion spent \$43.40 on dump charges.

- Motion and vote to reimburse Rion--approved.

- The project hangar tools are set up, and everything looks better—in good shape for next month's meeting. The donated portable grill could be used for moving the bacon-frying facet of the breakfast operation outside the hangar, boosting capacity (and speeding up the line.)

- Breakfast Report (Rion): There's good news and bad news--the bad news is that the license we hold to serve our breakfasts is going up from \$33/yr to \$34/mo (408/yr). The good news is that the inspectors are going to limit their visits to something less than every month.

- Mike reports we need a new switch on one of the coffee pots. Dunstan has a friend at a restaurant supply and will look for a 100cup percolator for us.

- Annual planning: We're expecting to hold another annual planning meeting again early next year.

- We've applied for chapter 105 to again host EAA's B-

17 for an HIO visit next year.

- Club bank accts: The club checking and saving accounts have been moved to Bank of America. The signature cards are set up. Jenny has passed the endorsement stamp to Randy. A change in the usual breakfast deposit is that Randy will take the cash for deposit. He's also handling membership renewals now, to streamline the handling of money vs. database update.

- Membership and nametag forms are on the web.

- Elections: The chapter bylaws call for a slate of 12 officers and board members to be offered to the membership, leaving 3 slots open for nominations from the floor. The board's slate includes: Randy Lervold, Benton Holzwarth, Jenny Hickman, Rion Bourgeois, Jim Mitchell, Ralph Schildknecht, Joe Miller, Len Kauffman, Mike McGee, Ron Singh (confirmed after the meeting), Dick VanGrunsven and Dunstan Fandel. Tom Louris is available for write-in, when/if the floor nomination spots remain vacant. The slate of chapter officers offered reads: Randy Lervold—Pres; <vacant>—VP; Benton Holzwarth—Sec'y; Jenny Hickman—Treas. Challenges to the offered slate of officers will be gratefully accepted.

We're so far not able to find anyone to fill the VP spot. Randy is floating the idea of leaving it vacant, with the idea that if he is ever caught out of town on a meeting night, the board could get together either via 'GoToMeeting' (a PC internet-conferencing program) and/or conference call. That is, there would be limited reasons for a VeeP to need to step in for Randy. We'll appeal one more time at the election meeting.

- There's no active chapter business visible out to the horizon. There's a suggestion that we may be able to skip the board meeting for November.

Open Floor:

- General musing: Big events and ideas for next year: Nothing new, more of just building on the events and programs we've been developing over the last few years. The expanded Poker Run event will see the most attention and adjustment.

- It's time to start thinking about getting the NW RV Fly-In shirt artwork underway.

The meeting was adjourned at 7:50.



Two more from our chapter fly-out to the WAAAM museum.



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

Free RV-6 Fuselage and Wing Jigs—Not required for pre-punched kits but makes a good work platform. Contact the Toolmeister (Mike McGee) [02/08]

Skydive, Oregon airport home for Sale—\$739,000, 1.5 acres, newer 2005 contemporary designed home, 2898 SF, huge hangar 50x 65 (over 3000 SF hangar space). See www.obeo.com/370416 for virtual tour. Delcy Palk, Golden Eagle Real Estate 503-329-7380, delcy@goldeneaglere.com [02/08]

Chehalem Airpark Home for Sale—3 bdrm 1700 sqft home w/ lg living room, huge laundry/pantry, dining room, garage, carport + two airplane hangars on 175. Over 6000 sqft of hangar; 0.69 acres. Paved 2300' rwy. \$475k Contact Brad or Sonya Chapman 503-538-7316 or Sonya 503-709-5499 to make appt. 17505 NE Terry's Ln. [01/08]

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]

For Sale: Zodiac 601 XL Kit—Tail finished, right wing partially completed. Includes tools: compressor, pneumatic and hand rivet pullers, metal snips, all clecs 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]

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



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



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.

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 VanGrunsvan / 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 Davison / 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 '07

- 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

September '07

- Rion Bourgeois + Ron Singh / Oregon International Airshow Report
- Tom Sampson / TnT: RV Cowl Louvers
- Joe Miller / Breakfast Duties
- Randy Lervold / First Flight, Second Time.
- Dick Guarnero / Parkside Paradise

October '07

- Benton Holzwarth / Aden Rich's Team Rocket F1 EVO
- Benton Holzwarth / Poker Run *Plus*

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- 1" x 3" custom printed nametag
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Membership Registration / Renewal Form EAA Chapter 105 — www.eaa105.org

Send to: Randy Lervold
5228 NW 14th Circle
Camas, WA 98607

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: _____

City/St/Zip: _____

Nat'l EAA #: _____

Home Ph: _____

Own / Fly: _____

Work Ph: _____

Current Project: _____

Cell Ph: _____

Completed Projects: _____

E-Mail: _____

Comments: _____

Spouse's Name: _____



More from the Felt's Field gang, via Dave Schwartz: This spot is north of Spokane, near Meteline Falls.

Next General Meeting

VAF-Home Wing / Chapter 105

- Nov 8th, 2007 @ 7:00 PM
- Annual Pie Auction+ Formation Flight Forum
- Chapter 105 Project Hangar, Twin Oaks
- Map on pg. 3

Next Board of Directors Meeting

- The Nov Board Meeting will likely be cancelled, contact a board member as the third Thursday approaches.

EAA Chapter 105

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First Class Mail

To:

