

EAA 105

PORTLAND OREGON



December 2007

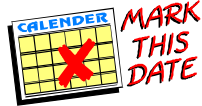


In This Issue

Next Meet: Annual EAA-105 Holiday Party	3
A Review of RV Accidents in the Last Year	4
Prev Meet: November's Annual Pie Auction	5
Safety Thoughts: Traffic Conflict—Uncontrolled Airports.....	7
Boeing 40 Rugged and Almost Ready	8
Board Meeting Highlights.....	9
Buy / Sell / Trade	9
2006-07 Feature Article Index	10
Name Tag Order Form	11
Contact! / TCs+FAs+FIIs / Renewal Form.....	11

Next Meetings

- **Dec 14th** 7:00 PM— Map on pg. 3
- **Dec** Chapter Board Meeting has been cancelled — next board meeting will be an all-day planning session on Saturday, Jan 26th.
- **Dec 21st** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

Bob Hoyt's Nord Stampe SV4e slips into Twin Oaks and makes a cover-shot repeat appearance. The Stampe flies out of Dietz Airpark.

Ken Howe forwarded a disk of photos taken at November's Pancake Breakfast and this one was just too nice not to put out front — kinda' catches the spirit of the season for me. More of Ken's photos appear in this issue.

Breakfast KP Duty

Saturday, Dec 1st, 2007

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Jim Mitchell	Everett Mellish
Dick VanGrunsven	Camilo Moncada
Paul Watson	Robert Strickland .
Mike Wilson	Brent Anderson.
Dale Wotring	Matt Benson
Mathew Bailey	Joe Blank.
Jeffrey Baxter	Tricia Blank .
Bob Brown	Chuck Carlbom
Dave Carlson	Andrey; Cheremnov
Mark Cattell	Bryan Chilson

Saturday, Jan 5th, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Dick Zander	Steve Young
David Attack	David Sellers
Dan Benua	Hap Clarke
Larry Brons	Art Cornelius
Harold Bullock	John Cox
Kirby Caroll	Jacie Ann Crowell
Mel Carstetter	Chuck Curtiss
Bryan Chilson	Garrett Damitz
Robert Clark	Gary Daubert
Jerry Cochran	Peter Davis

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

Loose Bits

PrecisionAirmotive Carbs

Hard on the heels of Precision Airmotive's Nov 1 announcement that they were halting production of their MSA line of float carburetors, comes the Nov 20 announcement that



they're in talks with Aero Accessories for that group to take over manufacture of the product line. Aero Accessories made a similar move when Airborne needed to leave the vacuum pump business.

The MSA line of carbs are used in most carbureted engines built by Lycoming, Continental and Franklin, and were endangered due to PA's inability to buy liability insurance for the line.

<http://www.precisionairmotive.com/>
http://www.eaa.org/news/2007/2007-11-08_carburetors.asp
http://www.eaa.org/news/2007/2007-11-20_carbs.asp



Sally Wilson at Oshkosh 2004, where she received EAA's YE Coordinator of the Year award.

Sally Wilson

Sally Wilson, active as a Young Eagles Coordinator for Chapter 495, Roseburg, died in the crash of a Piper twin on Nov 9th, in California. She was familiar to us, having traveled to Scappoose, visiting the 2004 NW RV Fly-In, to receive along with Larry Durst, our Bogardus award for most YE flights by an Oregon chapter (Chapter 495) and individual (Larry Durst.) Our thoughts go out to her husband and daughter, and Chapter 495.

RV-10 Builder's Banquet

John Jessen (organizing) and Dan Benua (hosting) are putting together their annual RV-10 banquet. The Show 'n Tell at Dan's project and dinner are scheduled for Dec 8th. The event is open to RV-10 builders and fliers. Contact John Jessen for more information: N212PJ@gmail.com.

Meeting Coordinator:
Randall Henderson

503-297-5045
randall @edt.com

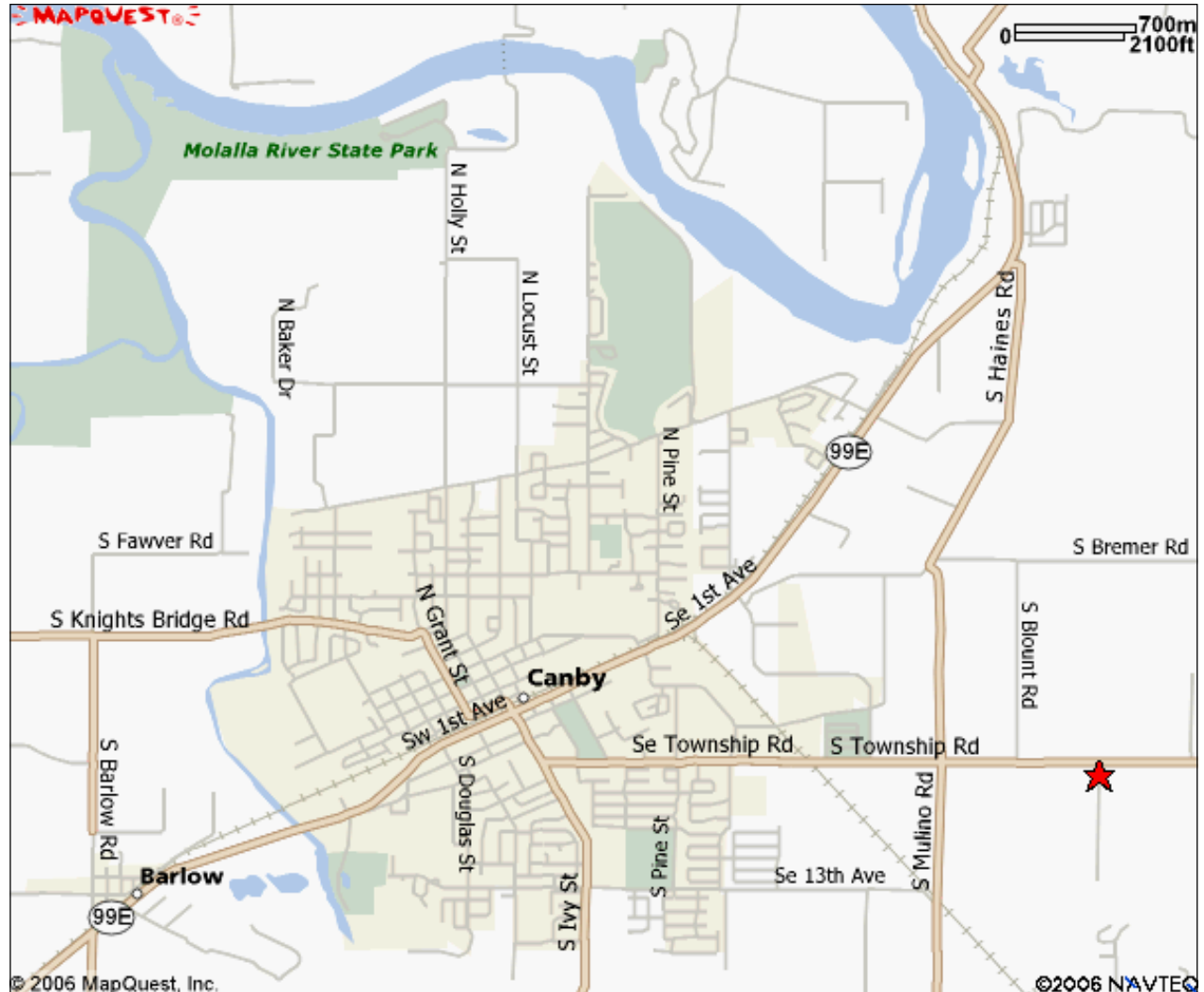


Program: Annual EAA-105 Holiday Party
Location: The Hickman's Home on Dietz Airpark, Canby
Date/Time: Friday, Dec 14th @ 7:00 PM
Phone: 503-651-2230

December is our annual Christmas party, and Rob and Jenny Hickman have graciously offered to host it once again, in their beautiful house on Dietz Airpark in Canby.

As in previous years, this is more of a social event than our usual, project-oriented meetings, and will include award presentations and much merrymaking. The chapter will not be providing spirits however, so be sure to bring a bottle if you so desire.

And if you just can't stand not seeing an airplane, you can walk over to their huge, attached hangar and check out Rob's beautiful RV-4 and his RV-10 project, and of course all his cool Advanced Flight Systems stuff.



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.

Driving

Take I-5 to Aurora exit to 99E to Canby. When you get to Canby turn right on Ivy. Go three blocks to the first left turn which is Township. Go east on Township, out of town past the graveyard to a 4 way stop. Go straight through the 4 way stop, and 1.2 miles further on you'll see a low brick wall with mailboxes and the name Dietz Airpark. Turn right onto the road/taxiway which is Sky-lane Dr. The address is 24172 S. Skyline Dr.

Flying

Not recommended for this gig. It'll be well after dark by the time we start and Dietz has reflectors but no lighting. There are trees at the south end and if you're not familiar with where they are... well, 'nuff said.

Meeting ideas and sites are always needed. Interested in hosting a meeting? Contact the Meeting Coordinator.

A Review of RV Accidents in the Last Year



Brian Moentenich

According to AOPA's accident data base, there were a total of 31 accidents involving RVs in the last year. Of the 31, 10 (32%) were fatal. In 2004, there were a total of 27 accidents of which 8 (30%) were fatal. In 2002, there the fatality rate was 33%. In 2006, there were 1,177 accidents involving factory built aircraft of which 265 (22.5%) were fatal.

Of the 10 RV fatal accidents, four involved a stall/spin at low altitude, three involved low altitude maneuvering, two were due to unknown causes (one was never found & one was in Australia & no data was provided) and one involved an IFR approach in fog.

Of the 21 RV accidents which did not result in a fatality, seven involved stalling (usually during landing), Seven lost power, five lost directional control during landing, one hit a car on the runway and one experienced a collapsed nose gear when landing on a rough runway. Of the seven which lost power, three were caused by mechanical problems (i.e. lack of cotter pin on the throttle clevis, lack of safety wire on a fuel purge valve & a piece of rubber blocked the engine air inlet) one was due to

fuel mis-management and three were due to undetermined reasons.

In 2006, there were 202 accidents involving home built aircraft. Of those, RVs accounted for 30 (15%). My estimate is that RVs now make up approximately 20% of the homebuilt fleet.

According to the Nall Report, in 2004 there were 146,613 single engine factory built aircraft in the fleet. Assuming that number was valid for 2006, then 0.8% (146,613 divided by 1,177) of them had an accident that year. According to Van's web site, there are 5,473 RVs completed. This works out to 0.05% (5,473 divided by 31) which had an accident in the last year. Based on those numbers, the RV accident rate looks pretty good. The reality is that RVs probably are flown more hours per year than factory built aircraft.

What conclusions can be drawn from all of the above?

Based on the size of the fleet, RV pilots appear to have less accidents than pilots of both factory built as well as other homebuilt airplanes. Also, very few RV accidents involved fuel mis-management. That's the good news. Unfortunately, RV accidents consistently have a higher fatality rate than do other homebuilt and factory built aircraft. That's the bad news. As RV pilots, we need to do a better job of managing our airspeed during landing, keeping the engine running and avoiding low level maneuvering.



A lineup of early arriving RVs.



Globe Swift



Ken Howe forwarded several photos from the November pancake breakfast, here a pair of Cessna 180s.

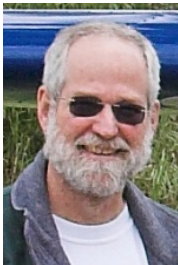


An arriving Beaver gets everyone's attention

November's Annual Pie Auction

Benton Holzwarth
Photos Ken Howe and
Benton Holzwarth

The November meeting combined our annual Pie Auction event, election of next year's officers and a brief introduction to, and Q&A session on, Formation Flying with Randy Lervold, with the other formation fliers joining in with their contributions. Randy was prepared to go with an alternate topic as well, and we spent a few minutes exploring balanced fuel injectors as used on his IO-320 engine.



Ken Howe



Benton Holzwarth

Chapter Officers & Directors

As our bylaws require, the board proposed a slate of officers and directors for the chapter for next year. Additional nominations for all positions were sought from the attending members, but none were forthcoming. With no contested positions, the voting was dispensed with and the board's slate will take office in the new year.

Chapter officers are the same as last year, except at the VP position: Randy Lervold, Pres; Rion Bourgeois, VP; Benton Holzwarth, Sec'y; and Jenny Hickman, Treas. Directors will be: Randy Lervold, Rion Bourgeois, Benton Holzwarth, Jenny Hickman, Jim Mitchell, Ralph Schildknecht, Joe Miller, Len Kauffman, Mike McGee, Ron Singh, Dick VanGrunsvan, Dunstan



Randy Lervold talked about formation flying and his experience fine tuning his Lycoming fuel injection.



The early arrivers get the pick of seats, and the best conversation.

Fandel and, nominated from the floor, Tom Louis.

Formation Flying Summary

A quick description of the Formation team's activities and how they came to fly together was given, followed by an abbreviated walk-through of a typical flight, starting with the flight-lead's planning, detailed pre-flight briefing, the flight, and a post-flight debrief where every detail that worked right and especially those details that worked wrong is analyzed. Every effort is made to make each successive flight safer; every opportunity for mis-



communication is considered and ways are found to avoid the situation through the words used, etc. There were several good questions asked and it was quite interesting.

Fine-tuning Lycoming Fuel Injection

Randy then described his work with Don Rivera, at Air-flow Performance, to fine tune his fuel injection setup. The tuning is essentially what the GAMI folks do with their GAMI-jector setup, except with GAMI they send a pre-determined set of injectors for a known, certified engine setup. The GAMI folks are known primarily for their improvements to Continental six-cylinder engines, but Randy's four-cylinder Lycoming also benefited.

In Randy's case, he started with a set of injectors opened to the same size and recorded the temp difference between cylinders when the first peaked as the engine was





leaned.

With that information, Don sent two replacement injectors, for the princely sum of \$28 each, with adjusted orifices and instructions for which cylinders to install them on. With those installed, the engine now peaks all cylinder temps at the same point. Randy reports at altitude, with his engine set 50-75 degrees lean of peak (and all cylinders running at that temp!) he's burning 6.5 GPH at 175 MPH TAS, very nice for an RV-3.



Above: Roy Thoma brought a decadent chocolate treat, adorned with a likeness of his Zenair CH601-HDS.

Below: Norm Durrell bids on his choice, with approval of wife Kathleen, on his left. Ralph Schildknecht, in the blue shirt, smiles on the festivities.



Pie Auction

With the first part of the program out of the way, Rion took over as our evening's auctioneer for a lively round of bidding on a fine selection of desserts.

20 or 25 pies and confections were brought and all were avidly snapped up by the 50+ members in attendance. The bidding moved quickly under Rion's gavel and everyone had fun. As usual the Hickman kids brought their money and their appetites and kept the rest of us going for the pies we had our eyes on.

Donna Lervold was prepared with samples of her truffles before the auctioning of her full plate of them began, driving up the price, I'm certain.

By the end of the evening, many of us were a few dollars lighter and plate of treats heavier.



Above: Donna Lervold passes out samples of her truffles. Below: Kelsey Hickman, daughter of Rob and Jenny, played Vanna White to Rion's Pat Sajak while bidding on her picks.

SAFETY THOUGHTS

Traffic Conflicts – Uncontrolled Airports

Len Kauffman, with
Randy Lervold and
Benton Holzwarth

Two chapter members recently experienced traffic conflicts at local uncontrolled airports. Their stories remind us to be continually alert for aircraft that may not operate as expected. We should also reflect on our own practices to ensure that we conform to standard procedures, fly “friendly” and not be the cause of such conflicts.



Randy Lervold:

One day Randy Griffin and I flew our planes into SPB for fuel as a “flight”. Those of you who know the layout at SPB know that the fuel dock is in the NE corner adjacent to the approach end of runway 15. After refueling I was leading our departure, again as a flight, and in deciding which runway

to use noticed wind from the north thus favoring runway 33. The preferred calm wind runway at SBP is 15, but the wind was sufficient that I made a decision to taxi us all the way down to the end of 33 – better to take off into a headwind, especially with two aircraft departing together.

As we were making the long taxi down to the departure end of 33 I noticed a student landing on 15 and advised him that “the wind favors runway 33”. He thanked me and switched runways. Then another arriving aircraft, probably having heard the radio calls, came into the pattern and landed 33, thus a pattern was established. After our run-up, and with only the aforementioned student in the pattern, I announced “...ar-vee two two three romeo

lima, flight of two, departing runway three three”. I taxied out and positioned us on the runway, gave a head nod to Griff as I advanced the throttle (with brakes still held), and just then heard in my headset “Piper yada yada departing one five” (he didn’t even mention the airport). I looked up and could just then see his headlight just lifting off the runway coming at us – he was obviously already rolling when he made his call. I hit my PTT and somewhat tersely said “Piper departing one five Scappoose be advised you have two previously announced aircraft ON THE ACTIVE for departure three three”. Clearly he had not been monitoring the frequency and not heard all the other calls including mine, and couldn’t see us (if he even looked) down at the other end. He responded “calm wind runway is 15” as he took off right over us while we were sitting there in position on the active, kind of a weird feeling. The good news is that a) I didn’t mentally tune out the radio as I took the runway for departure, and b) Griff did his part by staying with his lead and not releasing brakes even after I had made the head nod and then not rolled. No kidding, if we had rolled normally we would have collided with him mid field, or at least had to take some serious evasive maneuvers... not good when doing a formation takeoff especially.

Yes, we had the right-of-way, but what good does that do when you get into a mid-air? The moral to the story as far as I’m concerned is that acute situational awareness is a pilot’s most valuable piece of safety equipment, much more so than any piece of safety hardware. Let’s stay heads up out there!



Benton Holzwarth:

Flying into a recent chapter pancake breakfast, I approached from the east. “Twin Oaks traffic, Tri-Pacer <me>, five miles east, inbound for landing, Twin Oaks.” Then in succession called on the forty-five, upwind, cross-

wind and downwind for runway two. It was about mid-way through the breakfast session so there was moderate traffic coming and going.

For those unfamiliar, while Twin Oaks now uses both north and south runways, for years the practice here was to land to the north and take-off to the south. It’s worked well and most local pilots still fly it that way, unless the wind strongly favors the other direction.

“Twin Oaks traffic, Tri-Pacer <me>, left base for runway two.”

About three seconds later...“Twin Oaks traffic, Mooney <them> departing runway two-zero.”

I looked up to the north end of the runway and, sure enough, the plane that had been sitting there a moment ago was now rolling down the runway towards me.

“Mooney departing Twin Oaks, Tri-Pacer is on left base for runway two, what’s your intention?”

No reply.

“Twin Oaks traffic, Tri-Pacer <me>, left base runway two, will extend base and climb to an upwind...and come around again.”

There was no hint that the Mooney ever knew I was there. I suppose I could have called for a radio-check then to verify I was transmitting; wish I had just to know for sure.

If other chapter members have safety related experiences, please consider writing them up. Send to chapter newsletter editor Benton Holzwarth at benton@siletzbay.com.

From: Addison Pemberton
Subject: Boeing 40 rigged and almost ready

To all

We rolled 5339er (1928 Boeing 40C SN 1043) into the sun all rigged and proud this week end. And boy is it rigged straight!!!!!!! As you can see from the pictures the punch list is getting pretty short. We have sent out the PVC plastic exhaust model (shown in these pictures) off to Acorn in Canada to fabricate the elaborate exhaust system per original Boe-

ing drawings. We have to finish a few fasters FWF and paint the FWF sheet metal and hang the prop and bleed the brakes. We will wait to fly the airplane after we finish interior. This thing will look like a Pullman rail car inside when finished with working telephones to call the pilot and writing table and dome lights all original equipment. Most of all this work is done awaiting upholstery and carpet. I want the airplane 100% complete before it flies and want to avoid any down time once things get operational.

So we expect to fly some time after the 1st of the year and campaign the airplane around the country next spring and summer. We may also have the opportunity to do some fun things with the Boeing Company?? My dream is to fly the airplane to Blakesburg and then on to New York so as to fly the Trans-Continental airmail route to San Francisco with Jack right on my shoulder so to speak.

Addison Pemberton



More of the Boeing 40 project from the gang up at Felt's field.

Board Meeting Highlights

Your Chapter 105 Board

The board of EAA chapter 105, finding no business of import, elected to not meet for the month of November.

One item of business that did come up was a question of having our electrical contractor install lights outside the project hangar. These would be motion activated as well as provide an override switch (force ON) inside the hangar. The contractor has bid his recommended system at a price of \$395, installed. A vote was conducted by email resulting in nine votes 'yea' and zero 'nay'. Motion carried. Rion will move forward with the contractor.

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 Fuselage and Wing Jigs—Not required for pre-punched kits but makes a good work platform. Works with any 2-seat RV. Contact the Toolmeister (Mike McGee) jmpcrfr@teleport.com [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 rm, huge laundry/pantry, dining rm, garage, carport + two airplane hangars on 17S. 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 for 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]



Another of Ken Howe's photos from the November breakfast, this the trailing end of a DHC Beaver.

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.

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 '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*

November '07

- Benton Holzwarth / Steve Johnson's RV-7A Project
- Len Kauffman / Safety Thoughts: Runway Incursions
- Dave VanDenburg (EAA-439) / Cold Weather Inflight Hazards and Tips

Order Your Chapter Name Tag!



- 1" x 3" custom printed nametag
- Chapter 105 logo in color
- Show your chapter colors at events and meetings
- \$7.50 for one line (Name only) — \$8.50 for Name + 2nd line (Type and/or Reg-number)
- Tags will be mailed to the member

Send to: Dunstan Fandel
5268 NW 151st Terrace
Portland OR, 97229

Name: _____

2nd Line: _____

(Please Print Clearly!)

Addr: _____

City/St/Zip: _____

"Contact!" Chapter Officers and Staff

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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: 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: _____

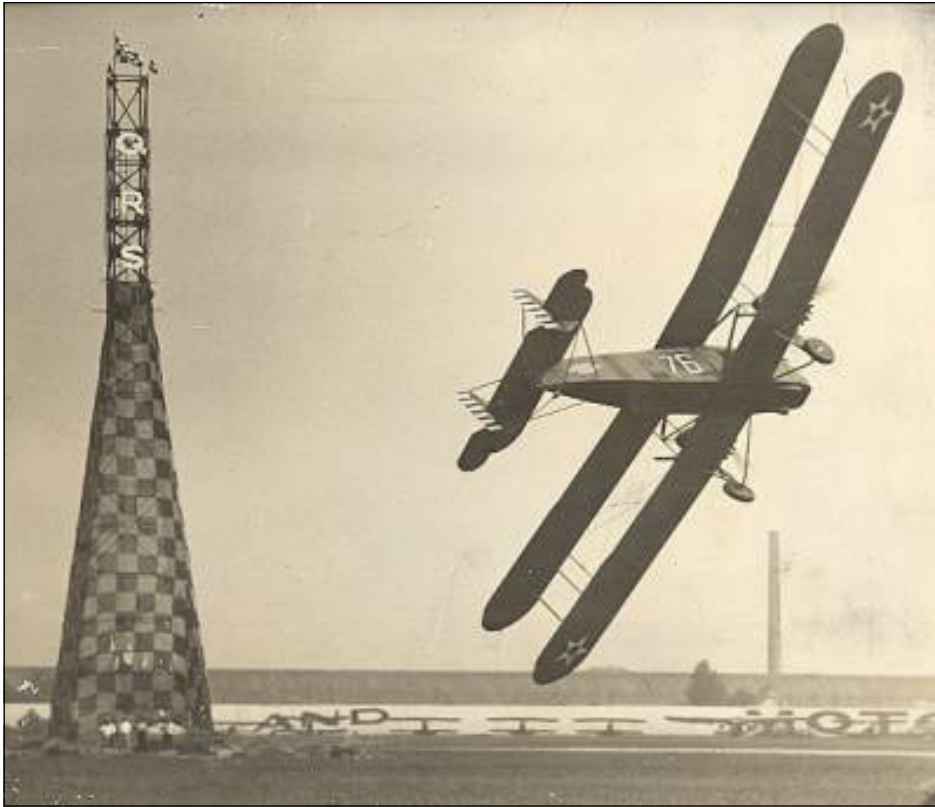
Cell Ph: _____

Completed Projects: _____

E-Mail: _____

Comments: _____

Spouse's Name: _____



Now that's air-racing!

Next General Meeting

VAF-Home Wing / Chapter 105

- **FRIDAY** Dec 14th, 2007 @ 7:00 PM
- Rob 'n Jenny Hickman's home, Dietz Airpark, Canby
- Map on pg. 3

Next Board of Directors Meeting

- The board anticipates no important business for our Dec meeting and will meet for an all-day planning session on Saturday, Jan 26th, 2008

EAA Chapter 105

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To:

First Class Mail

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