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EAA 105

PORTLAND OREGON



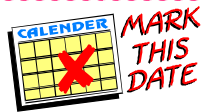
January 2008

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Next Meetings

- **Jan 10th** 7:00 PM— Map on pg. 3
- **Jan 26th** Our annual chapter "all-day planning session" board meeting will be held on Saturday the 26th this year.
- **Jan 19th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

Dan Johnson, from the Renton area, brought his RV-7 to the NW-EAA Fly-In last summer. I've heard of another float-rigged RV before but this is the first I've seen with my own eyes.

Breakfast KP Duty

Saturday, Jan 5th, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
David Atack	Steve Young
Jeff Baxter	John Cox
Dan Benua	Peter Davis
Larry Brons	William DeLacey
Hank Bullock	Jim Doherty
Bob Clark	Brian Doyle
Jerry Cochran	Bill Drake
Gary Daubert	Carl Dugger
Bob Duncan	Dale Fillmore
Norm Durrell	Susan Fillmore

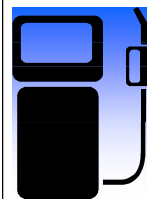
Saturday, Feb 2nd, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mel Carstetter	Bob Brown
Andrey Cheremnov	Art Cornelius
Chuck Curtiss	Garrett Damitz
Bruce Eicher	Pete Forsyth
Greg English	Aaron Frechette
Dunstan Fandel	Bobby Freeman
Ray Fogg	Jon Friedemann
Wendell Foltz	Robert Frisbee
Bill Fulgham	Walt Foster
Roy Glass	Dennis Fuhrman

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

Loose Bits

Mulino Airport Finally has Fuel



Diane Johnson — Good news to report. We finally have fuel at Mulino airport. We have been actively working on this for five years that I know about. It has been a long road with the Port of Portland and the OR Dept of Aviation (ODA), but Success. The Port owns the airport and as of Feb. of this year the ODA manages the airport.

FAA IMPROVES NOTAM SYSTEM— LOCAL NOTAMS NOW ONLINE

Via AOPA ePilot — Pilots will soon be able to get all notams for a given flight from electronic sources, thanks to a change in the status of "local" notams. Beginning Jan. 28, 2008, all new local, or L, notams will be reclassified as D notams and added to the national notam system. In addition, each new D notam will be preceded by a keyword that indicates the area affected, such as navigation lighting, runway, ramp, or airspace. That means for the first time pilots will be able to get all relevant notams, including those that affect only their destination airport, without calling flight service. Read more on AOPA Online. <http://www.aopa.org/epilot/redir.cfm?adid=14072> (aka <http://tinyurl.com/2cep62>)

LSA Licensing

Via Jack Lenhardt — January 31 is the deadline for licensing any previously unlicensed light sport-type aircraft. Keith Rucovich has joined Dean Singleton at Hillsboro FSDO as the folks who can license these airplanes. Call the Hillsboro FSDO at 1-800-847-3806 and press "0" after the recording starts to get to someone at the switchboard who can get you to Dean or Keith.

Hank Baller, who heads up the office, said they will do everything they can to help everyone make the deadline.

RVator

While you're remembering to renew your EAA 105 dues, don't forget the RVator! I know I'm not alone in forgetting

that all the time...

Also did you know Vans will give you a free years subscription if you submit an article? I've done this several times though they're just as prone to forget so be sure to remind them come the end of the year that you did that and are due a free year for your efforts.

Meeting Coordinator:

Walt Foster

rvaitor1@yahoo.com

503-690-3488



Program: The Final Stage — RV-10

Location: Dan Benua's HIO hangar C-15 (NE Tees)

Date/Time: Thurs, Jan 10th @ 7:00 PM

Phone: 503-702-5387 (call for gate access)

The January meeting will be at Dan Benua's hangar at Hillsboro airport. Dan is in the final stages of completion of his new RV-10.

Note that this is an unheated hangar, so if it's cold be sure to wear warm clothing.

From Portland/Beaverton: take Sunset Highway (US 26) west to the Helvetia Road exit. Turn left off the exit (Shute Rd.) Follow the road south as it goes through three stoplights and becomes Brookwood Parkway. As you pass the silver Nike corporate hangar, turn right on Penny Way and drive up to the keycode gate for the northeast tee hangars.

From Hillsboro: take Cornell road north, turn left on



Meeting Planning

Walt Foster has taken 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 or 503-690-3488.

Brookwood Parkway, left again on Penny Way and up to the keypad gate.

The hangar is C-15, the hanger row adjacent to Brookwood Parkway almost all the way down the first bank, facing the taxiway. We'll plan to have someone at the gate to let people in between about 6:45 and 7:15. If there's no one there back up to the first hanger row and honk your horn, the hangar is in near the fence.

IMPORTANT: The northeast tee hangar area is an ACTIVE AIRCRAFT MOVEMENT AREA. Drive slowly and watch out for aircraft. Park only off the hangar ends or between hangar bays; do not block taxiways or hangar doors. If it gets more than 4 cars deep, park off another hangar end. And don't drive onto the taxiway!

Flying

Hillsboro's identifier is KHIO. Once you land, tell the tower controller you're going to the northeast tees, and they can direct you if you're not familiar with the airport. You can park parallel to the taxiway, backed up to the grass.

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.

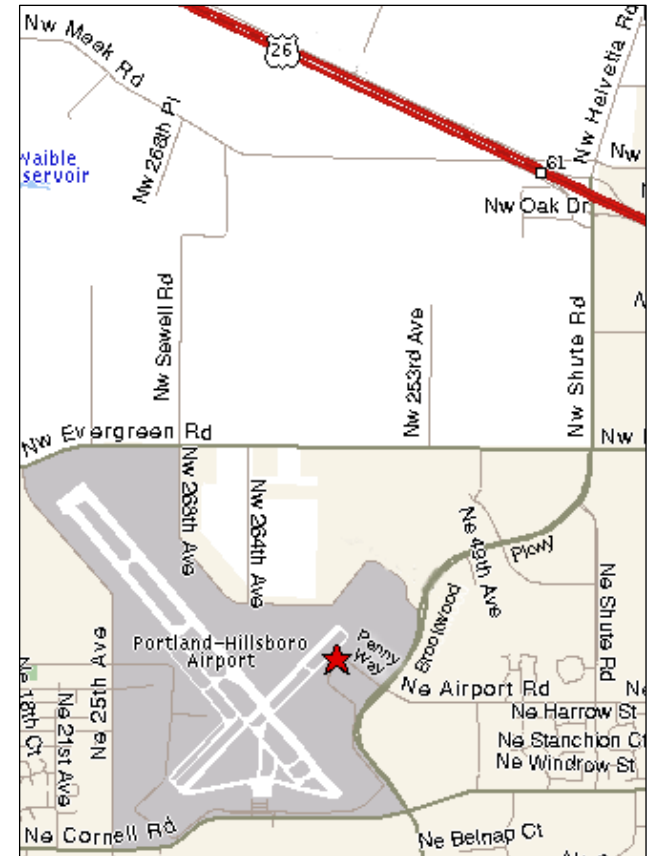
Future Meetings

- **Feb — Dave Lowry's Lancair Legacy Project**
- **Mar — TBD**
- **Apr — TBD**

About the meetings...

Meetings are the second Thursday of the month, starting at 7:00pm, unless otherwise specified (here and in the newsletter), and are typically at the site of someone's experimental aircraft project or hangar.

The structure of the meetings is pretty loose. The first 40 minutes or so is generally spent socializing, eating chips and dip, and checking out the project. Then we get down to "business", with introductions of new members and guests, milestones, dis-



cussions of group issues, open items, and the host project. After that, it's back to BSing late into the evening.

Be sure to bring any tools, parts, etc. that you wish to sell, loan, give away, etc. And while you're there, throw a buck or two into the kitty, to help out the host for costs of purchasing the refreshments.

All are welcome, building or not, group member or not. Spouses too!

SAFETY THOUGHTS

Wake Turbulence

Len Kauffman

In November's newsletter we discussed runway incursions at busy airports. Another safety issue at airports where large aircraft operate is wake turbulence -- the counter-rotating horizontal tornados trailing wingtips of heavy aircraft. Let's start with a true story.

In the mid-1970s a good friend was flying his Cessna 140 into PDX. He checked in with the tower and was told to follow a United jet for runway 10R. On final all looked good: The jet had just landed, the runway was in sight and the air was smooth. Then, in an instant, the plane flipped upside down. In a frantic survival instinct he yanked back on the yoke. The little Cessna came out at the bottom of the Split-S about ten feet above the ground with the wingtips just fitting in between rows of trees. A tower controller saw him disappear and made several transmissions to check on his status. After a few moments to collect himself, my friend reported that he had sur-



vived. But it was a near disaster.

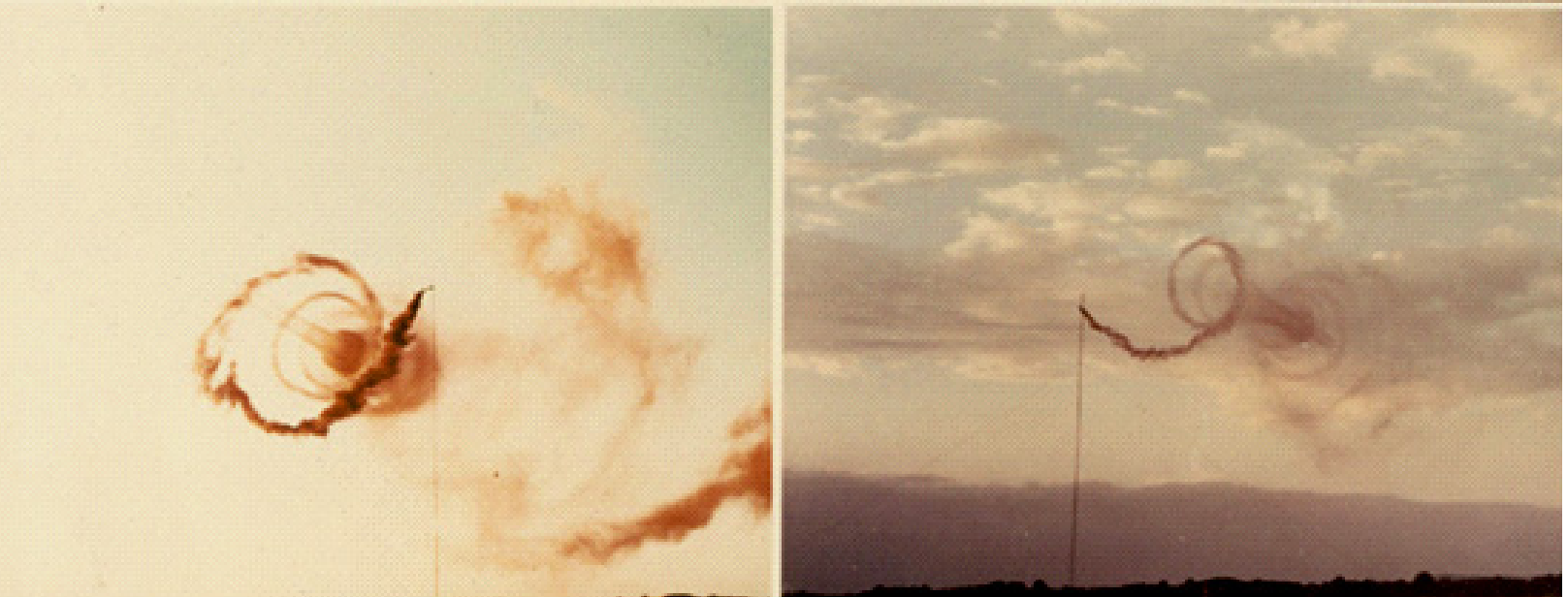
As I recall, at that time there was talk about wake turbulence but research was just beginning on this phenomenon and much was unknown. Today a great deal of information is available but accidents continue to kill pilots and destroy aircraft. NTSB accident reports show 74 general aviation wake turbulence accidents during the last 10 years. Since January 1, 2002 there have been 36, continuing the average GA wake turbulence accident rate at about 7 each year.

Wingtip vortices exist behind all airplanes in flight. Size and strength increase with aircraft weight and reach a maximum when operating CLEAN and SLOW. Tangen-

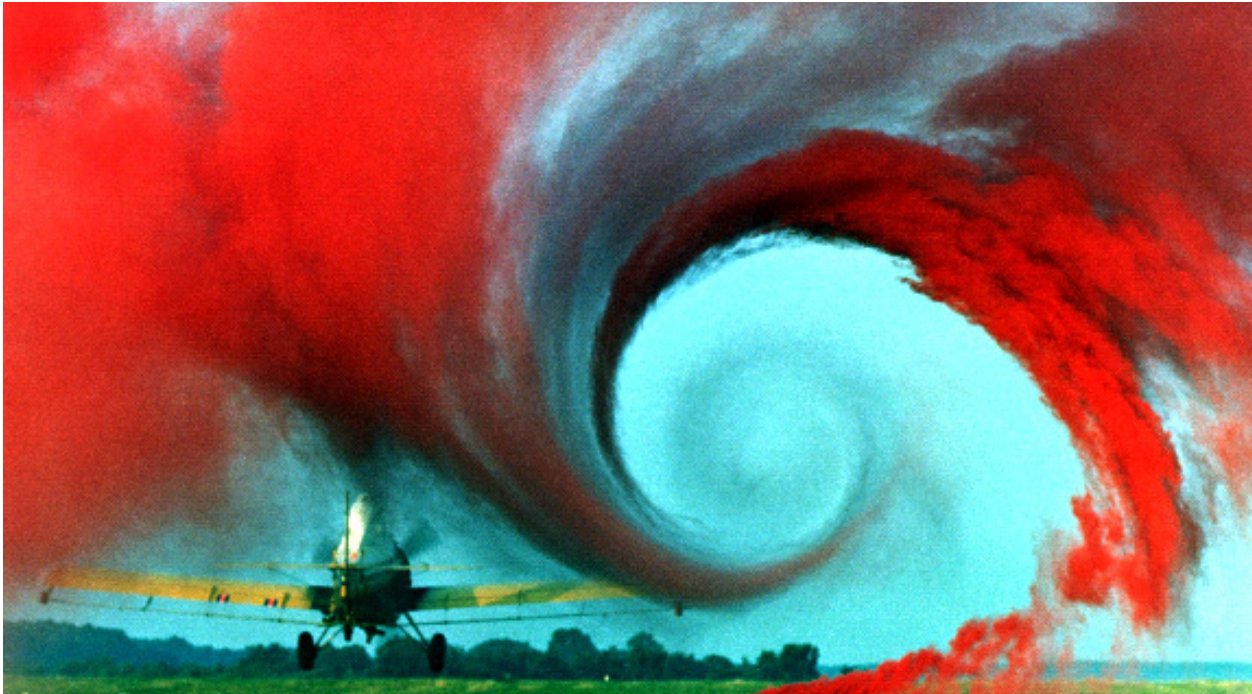
tial speeds have been measured in excess of 300 feet per second, creating a rolling moment that can easily exceed the roll-authority of an aircraft. The Aeronautical Information Manual briefly describes a DC-9 landing too close (within two miles) behind a DC-10 back in 1972. It "rolled, caught a wingtip, and cartwheeled coming to rest in an inverted position". Everyone aboard died. If following too close behind heavy aircraft is dangerous for a DC-9, imagine how our small singles and twins would fare. Short wing aircraft that can fit entirely within a vortex will suffer the greatest upset. Do the math and you'll find that an RV neatly tucked in the center of a 300 fps vortex could experience 4 rolls in one second (if it remained there). Scary stuff, indeed!

We've all seen photographs similar to the NASA shots below. They clearly illustrate the effects of a vortex encounter.

To avoid the danger we need to 1) be aware of big aircraft around us, 2) visualize the position of their vortices



In 1970 NASA Marshall Space Flight Center conducted fly-by studies of vortex-wake behavior with smoke ejected from tower entrained into vortex to permit visualization of character and persistence of vortex. Photos used with permission of NASA.



NASA Langley Research Center Wake Vortex Study at Wallops Island. 5/4/1990 Image # EL-1996-00130.

and 3) remain clear of that area. The FAA classifies aircraft based on maximum certificated takeoff weight: Small aircraft are less than 41,000 lbs.; Large from 41,000 to 255,00 lbs.; and Heavy over 255,000 lbs. Heavy aircraft use the term “Heavy” as a suffix to their call sign (i.e. “American 123 Heavy”). In coming years we might hear the suffix “Super”, which now identifies the 525 to 853 seat Airbus A380 with maximum takeoff weight of 1,235,000 lbs. But, for us little guys, it doesn’t require a “Heavy” or “Super” to be dangerous. If a plane LOOKS BIG, it’s probably best to treat it as a threat and keep your distance.

To visualize the danger area behind big planes we need to understand vortices behavior. They begin at rotation during take off and continue until touchdown. They remain spaced slightly less than wingspan apart and sink at several hundred feet per minute. Descent rate and strength decrease with time and distance behind the

generating aircraft. After settling to within 100 or 200 feet above the ground they move outward at 2 to 3 knots. They drift with the wind, so a light surface breeze of 1 to 5 knots can keep the upwind vortex on the runway for some time -- and move the downwind vortex to an adjacent runway. A tailwind or headwind can move the vortex ahead or back from the expected position on the runway. Atmospheric turbulence speeds vortex breakup and calm conditions extend the life.

We should also understand the role of Air Traffic Control concerning wake turbulence. ATC should normally provide specified minimum separation for IFR traffic. However, if a pilot accepts a clearance to visually follow an aircraft, he accepts separation and wake turbulence avoidance responsibility. Controllers may also provide VFR aircraft with position, altitude and direction of large aircraft and state “Caution – Wake Turbulence”. But again, it is the pilot’s responsibility to adjust his flight

path to avoid dangerous wake encounters.

For takeoff behind a heavier aircraft, start a timer when it begins to roll and note its rotation point. Wait a full 2 minutes, or 3 minutes if making an intersection takeoff. When cleared to go, be sure to lift off before reaching his rotation point and climb above his flight path or turn to avoid crossing it. If unable, delay the takeoff. Be aware of traffic on crossing runways where vortices might intersect your takeoff path.

On landing, notice the glide path and touchdown spot for any big aircraft ahead. Stay above its path and land beyond its touchdown spot. If there isn’t room, GO AROUND. Large transport aircraft normally descend on the ILS glideslope, but occasionally they get a “slam dunk” from ATC and descend very steeply – be aware. Minimum separation for small aircraft behind a Large or Heavy is listed in the AIM and ranges from 4 to 6 miles. AIM doesn’t yet include spacing behind an A380 but ICAO (International Civil Aviation Organization) standards are 10 nm for a “light” aircraft. When landing after a departing aircraft, complete the landing well before its rotation point.

Separation minimums also apply when operating behind a Large/Heavy aircraft at the same altitude to 1,000 feet below. There we’ll want at least 5 miles. Since they’ll be faster than us, whenever one passes over the top (1,000 feet or less) it’s a good idea to change our flight path before its vortices descend to our level.

My friend probably didn’t respond properly with the Split-S maneuver. After the upset he most likely would have quickly exited the vortex and could have rolled upright with less loss of altitude. But, the main issue here is avoidance, not low altitude upset recovery technique. With available information today and some thought given to the hazard, we should be much better prepared to stay out of trouble.

Our Holiday Get Together at the Hickman's

Benton Holzwarth

It's been several years now that our chapter has met for our December meeting at Rob and Jenny Hickman's home. This year, with Dru Bourgeois' help cooking, they put on a great spread of dinner and snacks. The main course was a Seafood Chowder that was wonderful. I also noted several others brought their own favorites to contribute

It wouldn't be a chapter meeting without a little *business* so after an hour of socializing, Randy called for everyone's attention and worked quickly through a few items.

Chapter service awards from National HQ were handed out, and our own breakfast crew and chapter board were introduced. Ron Singh made presentations for the past year's Young Eagle pilots marking their milestones.

And this year there was more to see of Rob's and his family's RV-10 project in the adjacent garage/hangar including the latest developments in terrain mapping for their GPS system.



Char Miller and Ralph Schildknecht chatting. The kitchen was busy, serving up camaraderie and seafood chowder..



Above, the breakfast crew regulars: Len Kauffman, Rion Bourgeois and Char and Joe Miller.
Jerry VanGrunsvon and Kent Byerley

More photos, next page...

Above: Your chapter officers and board for 2007, most returning for 2008: L to R, Joe Blank (VP), Rion Bourgeois, Ron Singh, Len Kauffman, Jim Mitchell, Dunstan Fandel, Jenny Hickman (Treas), Joe Miller, Benton Holzwarth (Sec'y), Ralph Schildknecht, Randy Lervold (Pres) and Dick VanGrunsvon. Dunstan Fandel and Rion Bourgeois — Dunstan was particularly effective organizing the media for this year's visit of EAA's B-17 to HIO in June.



AOPA CALLS FOR LOWER MEAs FOR GPS PILOTS

Via AOPA ePilot — With the proliferation of IFR-certified GPS receivers, it makes sense to have airspace rules that evolve with the technology. AOPA has been working with the FAA to publish GPS minimum en route altitudes (MEAs) on Victor airways. Traditionally, MEAs are based on "line of sight" for ground-based nav aids, which means that many MEAs are thousands of feet above the terrain they cross. GPS MEAs would increase the amount of usable airspace and allow pilots to fly, in some cases, below bad weather and potential icing. The FAA recently published lower GPS MEAs on portions of six Victor routes in the Northeast and has plans for 39 more route segments up and down the East Coast in 2008. AOPA wants to know if members see a need for GPS MEAs on Victor routes that they use. Please e-mail your suggestions to us. We'll share them with the FAA.



First-Ever Green Prize For Transportation

NASA will fund the first-ever Green Prize for transportation as part of a \$300,000 flight competition next summer in Santa Rosa, California. The goal of the annual competition is "sustainable mobility" by affordable aircraft that use renewable fuels and are immune to gridlock. The prizes aim to improve the efficiency, community acceptance, door-to-door speed, and safety of the Personal Air Vehicle (PAV). Formerly known as the PAV Challenge, the expanded 2008 event will be called the General Aviation Technology Challenge and will be held August 2-10, 2008. The non-profit CAFE Foundation, the flight test agency selected by NASA to conduct the event for the next four years, has published details and the official competition rules at http://cafefoundation.org/v2/pav_gatchallenge.php. (Aka: <http://tinyurl.com/yt25j5>)



...meanwhile out in the Hickman hangar on Dietz airpark in Canby. Party guests shuffled back and forth between the house and snacks, and the adjacent garage/hangar projects. Looks like Rob's been making steady progress on the RV-10.

Brien A. Seeley M.D., CAFE Foundation
 cafe400@sonic.net 707-484-8721

Ken Davidian, NASA HQ Centennial Challenges
 kdavidian@nasa.gov 202-358-0748

Progress on the Boeing 40C at Felts

From: Addison Pemberton
Subject: Just how long would a long stack be if you were a boeing 40C

This long or as long as it needs to be??????????????????



Board Meeting Highlights

Your Chapter 105 Board

The board saw no pressing business for December, so passed again on holding a meeting.

In January we'll hold our annual all-day planning session. If you have any goals or ideas for the chapter to pursue, contact one of your board members (contact info on pg. 11.)

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]

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



Practical Flight Training — Improve your pilot skills; enhance your situational awareness by getting your IFR rating!. Accelerated, comprehensive instrument training in the Portland, OR, area. Gain aeronautical experience in actual IFR conditions and mountainous terrain; learn how to identify and avoid icing conditions, winter-mountain survival awareness, density altitude performance concerns, dealing with squirrely winds. Seasoned, full-time professional flight instructors, FAA approved, state-of-the-art Frasca Truflight simulator, incl Garmin 430. Private, commercial, CFI, CFII, MEI training also available. FAA Part 141 certified flight school, VA approved. Competitive rates; we specialize in teaching you the nuts & bolts of practical, safe flying -- no non-sense flight training available here! www.gorgewindsinc.com; call Dr. Delcy Palk, Chief Flight Instructor, to discuss your goals and training, direct line 503-329-7380; office 503-665-2823

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



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.

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

December '07

- Brian Moentenich / A Review of RV Accidents in the Last Year
- Benton Holzwarth + Ken Howe / November's Annual Pie Auction
- Len Kauffman + Randy Lervold + Benton Holzwarth / Safety Thoughts: Traffic Conflicts — Uncontrolled Airports

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

President, Web Master & Membership Coord	Randy Lervold randy @romeolima.com	360-882-5031 h
Vice President, Director, Facilities Mgr & Legal Counsel	Rion Bourgeois rion @att.net	503-646-8763 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	Walt Foster rvaitor1 @yahoo.com	503-690-3488 h
Director & Librarian	Jim Mitchell jmichell1 @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.fandel @sun.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



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: _____



A Martin Mars reloads, working the recent Lake Elsinore fire in southern California.

Next General Meeting

VAF-Home Wing / Chapter 105

- Thursday Jan 10th, 2007 @ 7:00 PM
- The Final Stage – Dan Benua’s RV-10 Project at HIO
- Map on pg. 3

Next Board of Directors Meeting

- Saturday Jan 26th, 2007 – All Day!
- Randy Lervold’s home, Camas, WA
- Contact a Board Member if you have ideas you’d like considered for Chapter 105 in 2008

EAA Chapter 105



To:

First Class Mail

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

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