

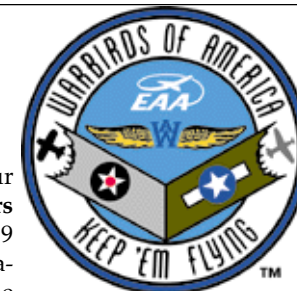
EAA 105

PORTLAND OREGON



February 2008





Loose Bits

Warbird Sqdn 13

Warbird Squadron 13 invites our fellow EAA Chapter 105 members to our meeting at HIO on Feb 9 (Sat) at 1200 at Sheepsden Restorations front room . We have the honor to have **Ben Carson** be our guest speaker. He was one of the raiders that went to Maken Island at the beginning of WW-II and was on the " long march". He will also talk about the efforts to find the remains of the marines left behind and bring them home. Last month on history channel there was a program about the Maken Island gun battle and Ben was the interviewed person . This will be also be a good meeting to fly in or taxi over if the weather is good .Park near the fuel mushroom or on Premier Jet Center ramp. After the meeting there will be a tour of Classic Air Museum to see all the planes.

Hope the turnout is good!

Steve Householder CO Squadron 13
hanger # 503-615-0617

Covell Creative Metalworking

Clackamas Comm Col.	Feb 23	Adv. Steel Wkshp
" (Oregon City, OR)	Feb 24	Adv. Aluminum Wkshp
Columbia Basin Col.	Oct 11	Beg. Steel Wkshp
" (Pasco, WA)	Oct 12	Beg. Aluminum Wkshp

www.covell.biz or 800-747-4631

AOPA — Air Safety Foundation

- Program: Top 5 Mistakes Pilots Make
- Feb 20 @ 7:00—9:00
- PDX Holiday Inn / 8439 NE Columbia Blvd

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Breakfast KP Duty

Saturday, Feb 2nd, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Andrey Cheremnov	David Attack
Chuck Curtiss	Jeff Baxter
Bruce Eicher	Art Cornelius
Greg English	John Cox
Dunstan Fandel	Garrett Damitz
Ray Fogg	Pete Forsyth
Wendell Foltz	Walt Foster
Bill Fulgham	Bobby Freeman
MarySue Fulgham	Robert Frisbee
Roy Glass	Dennis Fuhrman

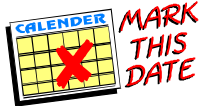
Saturday, Mar 1st, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mel Carstetter	John Halle
Aaron Frechette	Pat Hammell
Zane Gard	Dan Harris
David Gaudin	Tom Hart
Keith Gover	Allen Hawkins
Ron Graff	Richard Heininge
Dick Guarnero	Jim Hoak
Collin Gyenes	Kenneth Howe
Raymond Hass	Michael Hudson
Sherwood Hall	Bill Inman

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

Next Meetings

- **Feb 14th** 7:00 PM— Map on pg. 4
- **Feb 21st** Chapter Board Meeting, 7:00 PM— Location TBD (Call a board member.)
- **Feb 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

Dan Benua's RV-10 took flight for the first time on Tues, Jan 22nd, 2008 from Hillsboro airport, with Dan at the controls. More info on page 9. And of course, the write-up of our January chapter project visit is on page 7.

State-of-the-Chapter 2008

Randy Lervold

Saturday, January 25th, marked third year your board has held an annual planning meeting. The board is unanimous that this is a much better way to plan the year's goals, programs, and activities. So, how are we doing? Overall, your chapter is healthy and vital by any measure. Membership continues to hover right around 200, we have a set of chapter programs and benefits that are the envy of many other chapters in the country, and we are doing our part facilitate "the spirit of aviation" for local EAA members consistent with the EAA's charter.

Chapter finances

2007 was a good year for Chapter 105. Compared to a net loss for '06 of \$2,200 we had a gain for '07 of approximately \$10,000. To give you a sense of where our funds come from please see the income category graph. Clearly our monthly breakfast is our largest revenue source and integral to the chapter's financial health. Membership dues, which you might think fund the chapter, generate less than half of what the breakfast does. Our events of course make a contribution also. As you can see from the event summary, most of our events net to the positive. We are especially pleased to have been selected to host the B17 tour again this year.

We currently have approximately \$24,000 in our bank accounts of which a payment of \$2,500 will be made shortly against the \$5,000 balance we owe the Bogardus Trust for funds borrowed to complete the chapter project hangar. If any members have further questions about any aspect of our finances I'm happy to answer them, just contact me directly.

2008 events

Our schedule of chapter events for '08 will remain largely unchanged, see the table for the dates and events that have been planned. The expansion of the Poker Run last year with the addition of the evening events (bbq, campfire by the hangar, sleepover, breakfast fly-out) was deemed a success and will be repeated this year as well.

Young Eagles

I'm pleased to report that Ron and Michelle have again agreed to head up the Young Eagles program and have the indicated YE events scheduled for 2008. (table of YE events here) Having pilots available is the key to making these events happen and to that end Ron will hold a pre-season pilot's meeting for anyone with an interest in flying Young Eagles this year, watch the newsletter for info on that. In addition

Chapter Events	
EAA's B-17 Visit	5-18 May
NW RV Fly-In (Scappoose)	14 Jun
HIO Airshow	8-10 Aug
Poker Run	20-21 Sep
Holiday Party	12 Dec

Chapter Young Eagle Flights	
YE Day @ B-17 Visit	17-18 May
YE Day @ Pearson Open Cockpit Day	31 May
YE Day @ Twin Oaks	5 Jul
YE Day @ Twin Oaks	6 Sep

tion to turning out to fly Young Eagles, Ron really needs to know in advance who will show up so he can plan the kids accordingly. So when the call goes out for pilots to confirm please let him know. As a small measure of recognition Ron is having special Chapter 105 "Young Eagles Pilot" hats made up that will be available exclusively to YE pilots.

New Programs

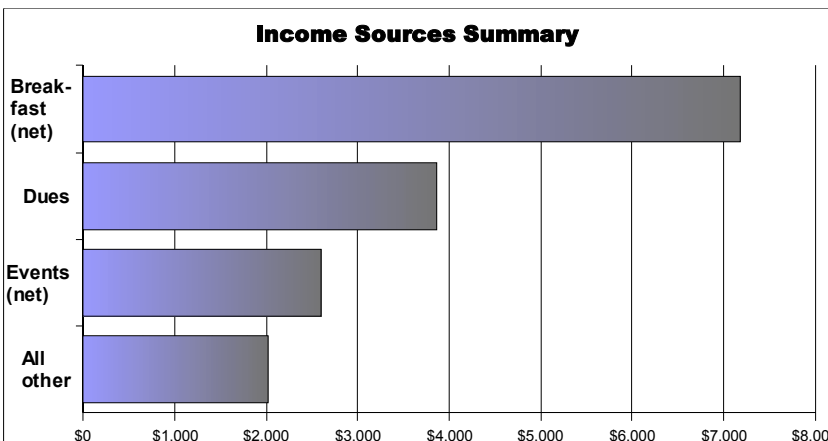
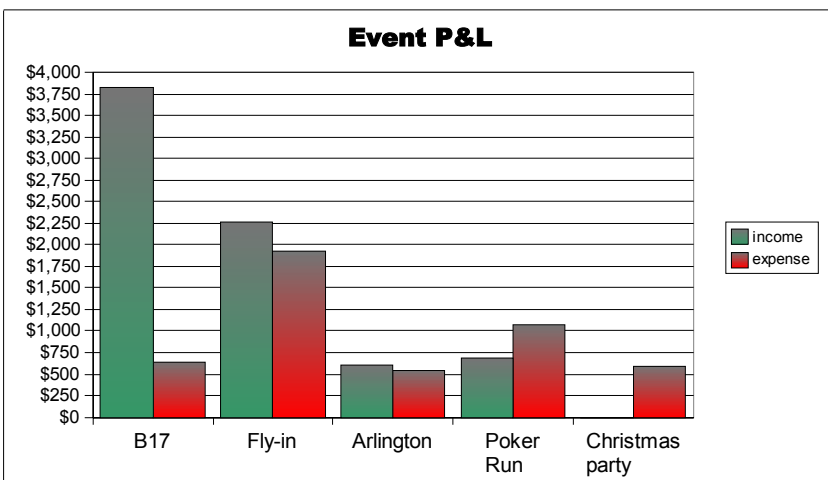
Based on the good year we had last year the board voted to expand the tool crib yet again, this time to add a wheel balancer that will be kept in the chapter project hangar. Watch the newsletter for further info on that program.



Lastly, just a reminder that chapter project hangar G1 is available for project final assembly or annual condition inspection use. You can check the web site for available and/or contact the Hangarmeister, Rion Bourgeois, to make arrangements.

If you're curious about what else was discussed, full detail of the rest of the meeting are published in Benton's meeting recap elsewhere in this issue. As always your board is here to serve your interests so I encourage you to let us know what's on your mind and how we can improve the chapter further. Here's to a great 2008!

...Randy



Meeting Coordinator:

Walt Foster

rvaitor1@yahoo.com

503-690-3488



Program: Dave Lowry's Lancair Legacy

Location: 4900 SW 202nd Ave., Aloha

Date/Time: Thurs, Feb 14th @ 7:00 PM

The February meeting will be at Dave Lowry's house, where he is continuing work on building a Lancair Legacy. Dave hosted the April 2006 meeting where he provided tips on fiberglass and we got a look at his recently hung "Big Bore" Continental Supercharged Engine. Since the last meeting Dave has moved on to the stage of mounting auxiliary components, installing wiring, etc. Dave plans to discuss the planning challenges and interferences that often arise during this phase of construction that almost all builders face.

Directions

From Portland and points east: get onto TV Highway (Hwy 8) westbound, turn left on 209th, left on Kinnaman Rd., right on 202nd avenue. Dave's house is 4900, at the end of the cul-de-sac.



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.

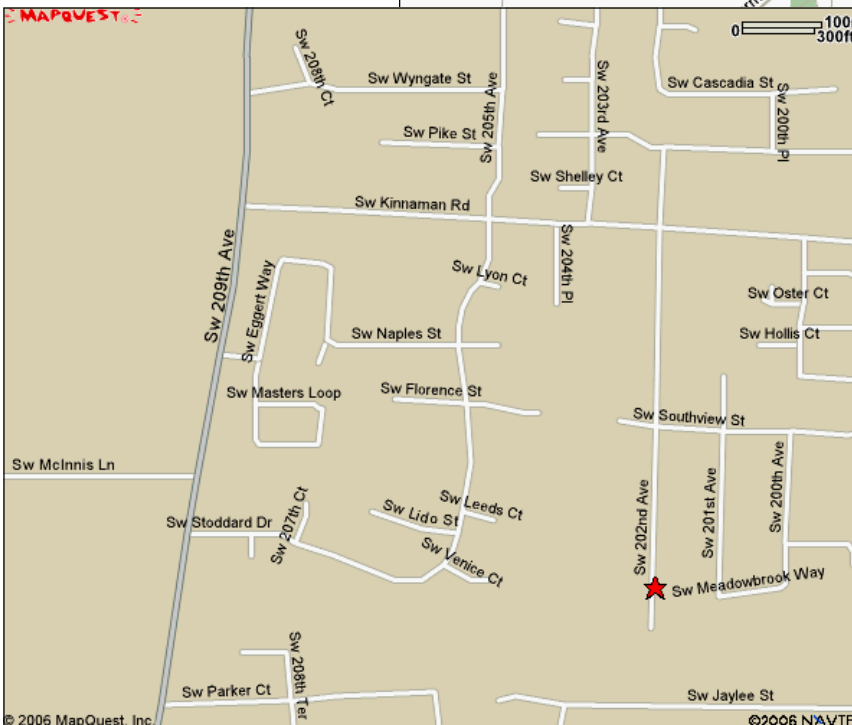
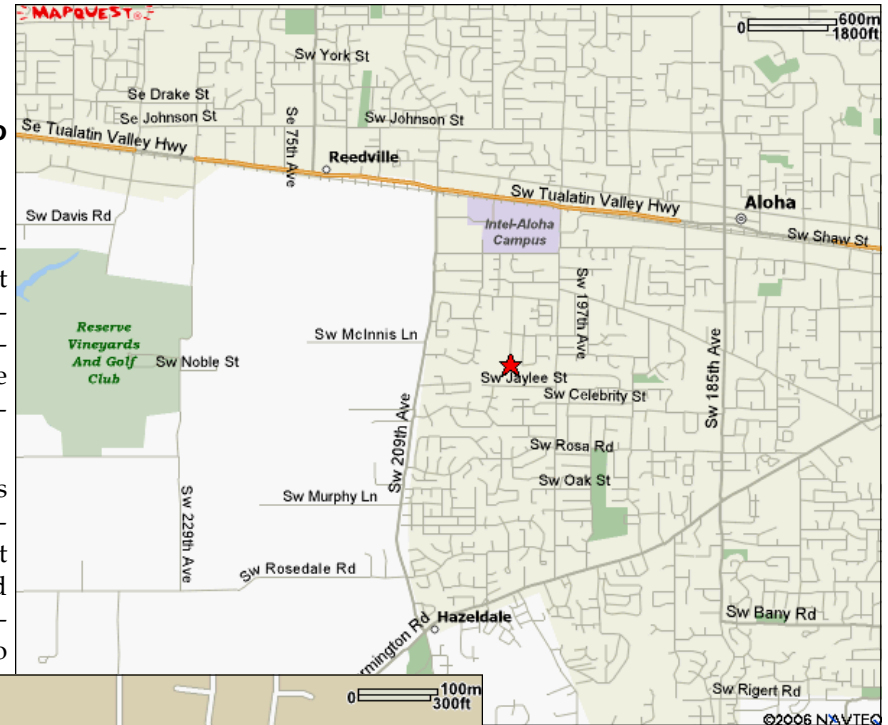
Future Meetings

- Mar – Tom Hart RV-7A
- Apr – TBD
- May—Annual visit to Van's Aircraft

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, discussions 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

Barber, Hunting Trips and Crash Site

Len Kauffman



I've had a number of interesting conversations with my barber over the past couple years. We talk about sports, hunting, airplanes and other common interests. I learned that he takes annual hunting trips to the John Day area in central Oregon. The actual hunting spot is eight to ten miles east of Prairie City. It's a beautiful and rugged area. Strawberry Mountain rises to over 9,000 feet to the south; the Blue Mountains stretch out from the east to northeast at 6,000 to 9,000 feet. He and his hunting buddies always walk past the remains of a Cessna that has been there since their first trip more than fifteen years ago. He's always wondered what happened. How long has it been there? Why did it go down? Did anyone survive? After talking about it through a couple haircuts, I decided to check NTSB reports and let him know the results.

The NTSB number is SEA79FA032. It was a Cessna 150 on a VFR "pleasure/personal" trip from Baker (now Baker City) to Klamath Falls on May 1, 1979. The 66-year old VFR pilot received a "partial briefing" in person by FSS personnel. The report states that the briefing was "limited by pilot action." Accident site weather was listed as 3,000 overcast, visibility 5 miles or over (unlimited), temperature 46° F, wind 290 at 10. The aircraft was destroyed. The pilot killed.

NTSB official findings:

- Type of Accident: Collided with trees
- Probable Cause(s): Pilot in command became lost/

disoriented, continued VFR flight into adverse weather conditions.

Factors: High obstructions, low ceilings.

It would have been a 240 nm straight-line flight to Klamath Falls (LMT). The plane crashed around 7:00 am 40 nm southwest of Baker (BKE). The pilot had 167 total hours with 12 in type. He was not instrument rated and the aircraft was not equipped with gyro instruments. That's about all we know from the report. We can only speculate on what occurred during flight and his decisions. It might be helpful to us, however, if we mentally ride along with him and imagine what may have happened. First, what about that "partial" briefing due to pilot action? Was he in a hurry? Did he have an arrival deadline at LMT that he wanted to meet?

What was the reported weather at BKE, LMT and points between? Was he getting too much weather information to absorb? Did the weather look good enough at BKE to make him tune out the briefing? In any case, he obviously departed with less weather knowledge than he needed.

The report didn't state the source of the "accident site" weather. Presumably it was based on reports from John Day about 20 nm to the west at 3,697 feet. That would put the cloud base somewhere near 6,700 feet. Pull out your Seattle sectional and study the terrain west and south of Baker City. It's easy to imagine that he headed southwest until reaching highway 26, then followed it westbound through Dixie Pass (elevation of 5,279). That should have given him about 1,400 feet between the

highway and clouds through a narrow gap with rapidly rising terrain on both sides. With good visibility it most likely didn't look all that bad.

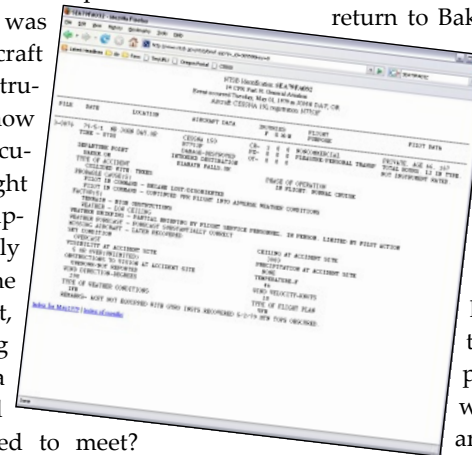
Once through the pass he probably turned south and 6 to 7 miles later faced Strawberry Mountain and a long east-west ridge well up into the overcast. At that point he certainly must have realized he might not make it to Klamath Falls. One option would have been to fly 20 miles west and land at Grant County airport in John Day. But he didn't. Maybe the weather didn't look good in that direction. Maybe he was looking for another way around the mountains. Or perhaps he just decided to return to Baker. From a position south of Prairie

City it is not likely he could easily see the narrow Dixie Pass, especially if the weather was deteriorating. The wind, 270 at 10 (or probably stronger at his altitude), would drift him back toward the mountains to the east and provide lifting action as it moved upslope. We can imagine him trying to fly the plane, stay out of the clouds, maintain awareness of his position and check the sectional for a way out – all the while bouncing around in rough mountain air. He may

have followed a sucker canyon thinking it would lead to Dixie Pass -- and found himself trapped. He may have inadvertently entered the clouds while looking at the sectional. Pick your own scenario. In any case, he did not remain clear of the terrain and paid for it with his life. A sad story repeated all too often.

We don't know about his family. Did he have a wife... kids...grandkids? I can imagine considerable sadness among family and friends with the loss, and that he is still missed today.

I'm sure my barber's hunting party will have a little more to think about when they walk by that plane next Fall. And we, as pilots, can learn from this accident to reduce chances that we will repeat it.



Coping with Winter in the Northwest

Randy Lervold

Winters in the Pacific Northwest are not as bad as some parts of the country, yet we do have some challenging conditions for a few months of the year. We have lots of gray days with rain and drizzle where the high temp for the day will be in the 40s, but not too many below freezing days. It does get moist in my uninsulated and unheated hangar at Pearson however. Various steel parts and unpainted tools will rust quickly in the winter due to the high humidity. In order to protect both the plane and hangar contents, and to be able to get the plane started on those cold clear mornings, I've been trying different techniques for several years now. With limited electrical power available, and with wanting to be somewhat environmentally responsible, I was also after techniques that are reasonably energy efficient. Below are the three things I've settled on to cope with the situation.

- Hangar dehumidifier — Heating the hangar is simply not realistic (too much energy required, no insulation) so the next best thing is to try to keep it dry. I use a common household dehumidifier to keep moisture minimized. It definitely keeps things less humid to the point where I've noticed only minor rust of steel pieces. When set on "low" it uses about 300w when the compressor and fan are both on and sells for about \$179.



- Cockpit heater — If nothing is put inside the plane to get it at least a few degrees above ambient temp then

moisture condensation is considerable. The interior of the plane can literally have visible condensation on all the metal surfaces... not good! After quite a bit of searching I found the Davis line of heater/dryers when trying to find a solution for my RV-8. After trying Goldenrods and other devices I discovered the Air-Dryr and tried it and it worked very well. I used the larger round version in my RV-8 but that unit wouldn't fit anywhere in the smaller RV-3 cockpit. I found they also made a smaller version that fits perfectly, the Air-Dryr 500. I put it in either of the two footwells so it bathes all the electronics above it in warm air, then actually heats the entire cabin up a few degrees. This is just enough to eliminate any condensation, and on only 70 watts. Air-Dryrs are available in the RV (the motorhome type) department of most auto supply places for around \$50.

- Sump heater pad — There are lots of ways to keep oil sumps and cylinders warm as well as various pre-heat devices and methods. Again, we don't have too many below freezing days so a heavy duty solution like you might need in an unheated Minnesota hangar really isn't needed. Also, since many of the aviation-specific heating methods apply quite a bit of heat there is some danger of "coking" or overheating and damaging your oil. My largest winter concern is condensation and rust inside the engine, then to a lesser extent starting the engine on cold mornings. For longest engine life the experts all recommend flying our plane weekly. Well, that just isn't real here in the great Northeast. I confess, due to weather and life's scheduling conflicts (work) I can many times a win-



ter go 3-4 weeks between flights. Regarding cold starts, even though the high for the day might be 45°, the night time temps will be in the 30s which is the temp of the engine in the morning after cold soaking all night. My intent therefore is not to keep things at 70 degrees, rather to keep the oil maybe 15-20° above ambient. That would take it from 30° to 50° which is much easier on the engine. If the oil is a bit warmer than ambient then thermal conductivity will raise the temp of the metal parts a few degrees also — every bit helps. After investigating the various aviation-specific sump and cylinder heaters I became concerned about oil damage due to hot spots. Most of them consume a fair amount of juice also, usually in the 150-300w range, not to mention starting



around \$150 and going up from there. Then I discovered that NAPA has a line of generic self-adhesive pad heaters in wattages ranging from 25 to 200w. Aha, perfect! Not wanting to worry about oil coking I chose the 50w version p/n BK 7451146. The cost was \$22 and if your local NAPA store doesn't stock them they can be purchased at www.napaonline.com.

In all, these techniques make winters in the Northwest quite manageable, and both the cost and energy consumption seem reasonable to me. Over the long run I'd bet this will lengthen engine life also by minimizing condensation and corrosion inside the engine as well as speeding oil flow during those wear-inducing cold starts. If my plane could talk I'm sure it would thank me. :-)

...Randy

A SECOND LOOK AT DAN AND SUN BENUA'S RV-10

Benton Holzwarth

We last visited Dan and Sun's project at their home on Sylvan Drive back in February of 2005. At that time, the wings were together and the fuse was progressing. What a difference a couple years make. Dan has continued to push the project forward and as of a week ago has had it inspected, declared ready for flight and taken to the sky. But that's getting a little ahead of this project report...

Walt Foster handled the chapter business

In the opening business we met a guest, Steve, who bought Dan's RV-6A, and now keeps it over at Green Mountain, near Vancouver.

Next question up was whether the NW Aviation Conference and Trade Show is on for this year. It seems to be happening on Feb 23-24, tho' I couldn't find a web page for it was a bit of googling.

Chapter 105 will again be hosting the EAA's B-17, earlier this year, on May 15-19. The first day is for media, then air-tours on Friday, and air- and ground-tours on Saturday and Sunday.

...and on to the evening's project

It was a cold, wet night, but 30-40 folks turned out for the presentation at Dan's hangar at the NE Tee's at HIO.

Dan opened with a few facts: This kit was RV-10 serial number one. It has slow-build wings and a fast-build fuselage, and is his second airplane, following the -6A.

He described it as "easy to build," compared to the earlier airplane with good directions and "the parts fit." Even with his early kit, there were very few errors in the directions or parts.

As it sits, its ready for its inspection, and the DAR is expected the next day. The plane weighs 1662 pounds empty (1038 pounds useful) with dual electrical busses

with two alternators and two batteries to maximize redundancy in the flight-critical items. Switches allow him to manually feed the main bus over to the avionics bus if ever needed.

It has a glass IFR panel, featuring an Advanced Flight Systems EFIS and an 'electronic flight-bag' from Stenbock and Everson, which for about \$5k, provides electronic charts (including approach plates), terrain and overlaid XM Weather, and pops out of the panel for planning at your kitchen table. It also couples to the GPS. Other equipment includes a Garmin 480 w/ WAAS and a TruTrak two-axis autopilot.

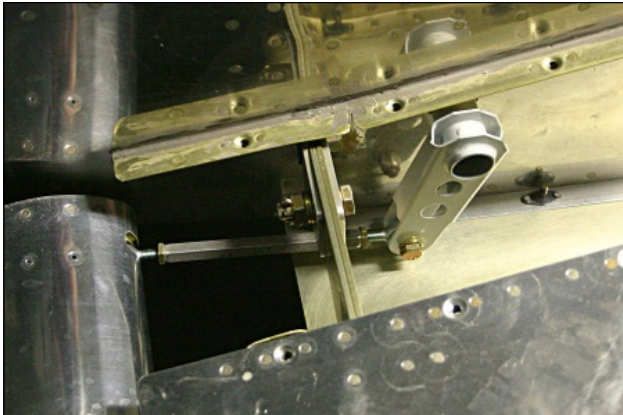
Propulsion comes via a 260 HP Aerosport IO-540 built from Lycoming parts. Dan expects the engine to burn about 12 gal/hr at cruise, and the 60 gal fuel capacity

should give the plane decent legs.

Outside lights are via CreativeAir for strobes and nav lights and Duckwork's HID landing lights on both wings.

Dan perches in the front-left seat of his completed RV-10, explaining the highpoints of his all-electronic panel. A panorama of the members assembled to look over the project.





The hinge line running a few inches below the lower skin provides a Fowler flap on the -10 model. Dan's experience shows in the quality of his rivet work, very smooth, sans paint.

The flap actuating mechanism. Dan's all-glass panel. Left and right sides of the Aerosport IO-540 engine.

The front seats were removed at the time of viewing, these are the back seats, equipped with four-point harnesses.

FIRST FLIGHT FOR DAN BENUA AND RV-10 N755SB

I asked Dan, a few days after the meeting whether he had passed the inspection and had he made the first flight yet...

Yes! I made the big jump on Tuesday afternoon (1/22) at HIO. Some photos linked below were taken by my wife. Jerry VanGrunsvan took me for a transition ride in the factory RV-10 earlier in the day so I was all tuned up. He also coached from his RV-8A during the first flight.



Everything performed well, it just needs a rudder trim tab. Now I'm looking forward to burning some holes in the sky for my Phase I hours and figuring out how to operate all the fancy systems in the plane.

I want to recognize the Chapter 105 builder-pilots who helped me with final inspections: Randy Lervold, Randy Griffin, Brent Anderson, Denny Fuhrman, John Cox, and Gary Daubert. Frank Sneed did the DAR honors.

Photos: www.flickr.com/photos/9030616@N02/sets/72157603781952661/
aka tinyurl.com/2mxu7m

...and, of course, this month's cover shot comes from Dan and Sun's stash. Thanks, and congratulations.

Board Meeting Highlights

Your Chapter 105 Board

The group met at President Randy Lervold's home and gathered order around 9:00 AM, Saturday, Jan 26th. We started in on the agenda Randy had prepared.

Randy Lervold, Benton Holzwarth, Jim Mitchell, Mike McGee, Walt Foster, Rion Bourgeois, Ron Singh, Tom Louris, Jenny Hickman and Dunstan Fandel attended.

Housekeeping

- Corrections to the Oct '07 minutes
 - Breakfast Ops: the license fee for our breakfast operation was reduced back to \$34/yr after the county reexamined their rules. With that adjustment (news learned after that meeting,) the minutes were approved.
 - Rion reminded me we also need minutes for Nov general meeting where the chapter officers and board were elected.
- Bogardus trust (Rion): The majority of the funds have been moved from Merrill-Lynch to Vanguard, as the Bogardus trust board is now self-managing the assets.
- Ron asked whether there was a requirement that he be elected as Young Eagles Coordinator, but was assured it's an appointed position and he's it.
- Financials: One of last year's goals was to improve our financial situation, by growing our income and controlling expenses. We succeeded in that our *net* income swung from -\$2.2k to \$10.4k. We have \$24k in cash and club finances are 'healthy'. On top of the improved income, our infrastructure is also in better shape with capital improvements in the form of new refrigerators for our breakfast operation to replace the aging donated units and steel frame chairs to replace most of the resin ones.
- There was a suggestion that Nat'l might be interested in how we organize our year's activities within our annual January planning session. Of course, it will roll out to our own membership immediately.
- The next item in the agenda was the question of whether chapter 105 should accelerate the repayment of our loan from the Bogardus Trust (money borrowed to complete the chapter hangar.) The issue was tabled until other business is covered and we have a better view of

our income and expenses for the upcoming year.

OPs

• Pancake Breakfasts

- (Rion) Short report: Things are going well, no changes necessary

- Quartermaster MikeM does the shopping, the equipment roll-carts helped with congestion at the closet and the new, larger refrigerator lets Mike do perishable shopping several days ahead of time, rather than having to wait to the last day and store some provisions on ice.

- The Breakfast Crew Regulars are always looking for new people to join their ranks.

- Len and Rion agree, the printed task lists seem to be working. There was a suggestion to laminate them and put on a neck strap, but also a caution to avoid too much direction.

- Rion spent \$112 on a replacement gas burner for cooking grits and needs reimbursement.

- Len's frustration as Volunteer Coordinator is members who don't reply to his calls. Folks can adjust to dates/times that work better for them or go onto our opt-out list, but those that just don't return his calls make his organizing task much more difficult. We'll run a reminder bit in the NL. Len to provide

- There have been several suggestions to add a 'java stand' to make 'good' coffee drinks at the once-a-month breakfasts. We kicked a couple thoughts around from inviting one of the portable java stands in for a few sessions just to gauge the business opportunity, to power requirements and rewiring a space for 220V at the needed current level. Interesting discussion.

• Project Hangar Ops

- Jim Maddox has moved his project to G-3, freeing up G-1 for more transitory projects (final assy and condition inspections.)

- G-1 is available now and G-3 will be available soon, talk to the hangarmeister. Note to go into the NL.

- Ideas needed for storing the bending brake Van's donated. Perhaps put it on wheels, but it's still large. Space might be found in G-3 and Rion will ask the Stark's about locating it in their shop, with access privilege to our members.

- Gas griddle. (We were donated a gas griddle, suit-

able for pancakes and bacon, but not burgers, w/ a large surface.) Suggestions are to mount on a trailer, so we could move it to the breakfast hangar on busy days or haul to Scappoose for the fly-in, etc. Can it be stored in either project hangar? In the end, we decided to approach Chapter 902 to see if they'd like it.

- The Stark's were approached about and OK'd extending their wireless internet down to the project hangars. Steve Rosenstock has suggested that with a pair of directional antennas we might be able to get decent reception w/o stringing wire between. He estimates \$250 if we can get it to work that simply. Motion made and approved to spend that amount.

- Some extra use was made of G-1 last year, for 'micro-meetings' and other non-general meeting occasions. More such use is encouraged.

• Tool Crib

- (Mike) The tool crib operation is running as normal. The brokerage system (where tools don't all need to rotate back through Mike's hands) is working well.

- Prop wrench: Hartzell O-360 wrench available to borrow from LenK, likewise BrentA has an O-320 one available to borrow. Suggestion to approach Randy Griffin about fab'ing an O-320 one.

- Suggestion was made for the chapter to buy a static tire balancer. Randy has one ID'd, cost about \$250-300 from Dresser.

- Suggestion for chapter to set up to fill breathing-



Henry Bartel flies with Chapter 292 and bases his recently completed Lancair IV-P at Independence.

oxygen bottles. We've been offered a four-tank manifold, and a couple people have expressed interest in training to operate the gear. RandyL, RionB (legality), TomL (codes) and MikeM (mechanics) will investigate possibilities. Buying tanks outright would cost about \$300 each vs. leasing for ??? / year, but leave us responsible for testing every five years.

- Toolmeister Mike plans to migrate more of the tools from his hangar to the project hangar. (That was a plan for last year as well.) There was also discussion WRT basing select tools at the project hangar rather than on-loan to members.

• Web site

- Randy reports he installed tracking on the chapter website and finds it attracts about 20-25 hits/day, not counting hits to download the chapter NL. He's seeking suggestions for upgrades

- Discussion around adding a 'forum' section vs. the state-wide EAA and RV lists already running on yahoo-groups. Jenny says a forum area was added to the Advanced Flight Systems site which gets substantial traffic, with questions answered by both employees and other customers with experience in the question-area.

- In the end, it's fresh material that drives traffic to any site.

- Randy and Benton are signed up to continue the website and NL respectively, for another year.

- Logowear (RandyL) will continue. Some interest ex-



He says it's been a long build. He hopes to bring it to the February pancake breakfast at Twin Oaks — look for it!

pressed in polo shirts, with a smaller, embroidered logo. Jenny to chase that.

Direction

- We find we don't need to actively recruit members. Our membership hovers around 200, with a few joining most months, and a few falling off the other end. Our chapter enjoys good 'word of mouth' advertising.
- Leadership conferences. Randy mentioned Nat'l is offering these sessions. If anyone was going to be in the OSH area at the time one was offered, we could look into attending. No one seemed to have plans that direction.
- So, general question to the floor -- are we OK with the general direction the chapter is moving?
- Kid activities (Jenny) We talk every year about projects and programs we could offer kids, but nothing much ever comes of it. Lots of ideas but they all need someone to step up and run 'em.
 - Ground school for kids at the breakfasts.
 - Airplane restoration/construction projects.
 - Paper airplanes? Nat'l has projects, too.
 - Jeffrey Hickman (Jenny's son) to lead a tool-box construction project, in the summer? (Using the Van's tool-box kit?)
 - Might be easier to start with one-time projects rather than try to launch an ongoing program.
 - Partner with Bob Strickland and the Centers for Airway Science?
 - Combine with YE events?
 - Participate in chapter 902's programs? Fund one of

their OSH scholarships.

- Dunstan suggests it's more even handed to invest in things that benefit many kids vs. sending one to OSH. We should look for things that many kids can share, together.
- Meetings (Walt) Randall focused on building projects. We all agree we're a chapter of active builders. Walt would like to shift the focus a little to include topics like
 - Running the 'Condition Inspection' session again
 - Finding mechanics to host engine clinics (w/ tear downs)
 - Len's friend that does Survival training
 - Bob Nuckolls and his Aero Electric Connection in addition to visiting projects
 - (Voiced during BMD talk, but ties in here) Ron would like meeting (perhaps not general meeting) that focused on TCs talking about tricks and what you need to know, as you approach part X of your RV project. Say you've just received your empanage, what are the things to watch out for, etc.

Events

- **B-17 May 15/16-18**
 - Rion and Dunstan to organize again
 - Media Thurs, rides Fri, rides + ground tours Sat
 - Dunstan to organize volunteers. Wants to make sure they're able to rotate positions, so no one has to stand or swelter all shift. Also, wants to prep written 'job descriptions' so he won't have to explain over and over where helpers go and what they do there o Dunstan also suggests 'event staff' shirts so public will know

whom to take directions from, etc. Shirts idea met w/ approval.

- Sold water and soda last year. Seems like a good idea again for this year. Suggestion to add coffee?
- Applying to become an associated event with the Portland Rose festival. Nat'l will split the fee with us, \$250 each. Gets us a banner, use of their logo, and they'll add us to their event calendars. Moved and approved to spend \$250 to become a sanctioned PRF event.
 - Dunstan has already hooked up with the 8th Airforce guys again, has contact with a B-17 pilot for interviews with the media folks, etc.
 - Ron will coordinate with Dunstan re: the YE flights Sat/Sun
 - **Scappoose NW RV Fly-In Jun 14**
 - Joe Blank will boss again
 - Randy has t-shirt grid (order numbers for past years)
 - Will offer 902 food concession, and full control and all food profit (last year we split the net profits with them.)
 - Ron plans to not do a YE event there, not best fit
 - Vendors that want to set up displays are OK
 - **OIA-HIO (Hillsboro Airshow) Aug 8-10**
 - Rion working with organizing committee
 - In the past, we had homebuilt corral, and volunteers (w/ free entrance passes) to guard planes
 - Paperwork/insurance required to fly in to the show has gone up and Rion anticipates few will make the effort. No corral, no volunteers needed to guard. QED.
 - Magneto Flight (airshow fly-by performance team) still interested in doing their bit. Perhaps with two passes per plane, fliers could bring their ground-crew with them. Rion will approach airshow folks with that plan.
 - No canopy
 - Will solicit volunteers for the general airshow volunteer staff
 - **NW-EAA Fly-In Arlington Jul 9-13**
 - Wilsons and Lervolds will NOT host the luau again



- Issue not just the work prep'ing dinner, but lack of privacy as people come and go through their campsite at all hours

- If someone else wants to organize, now would be the time to speak up...

- **NW Fly-Fest Aug 23 Eugene**

- Wally Anderson now involved
- In past public loved it, vendors didn't get much out of it

- Event still trying to figure out what it is

- No paid airshow performances (insurance cost)

- Wally working up an 'Oregon All-Chapter Fly-In' event

- **Poker Run Sept 20-21**

- Sat Poker Run

- Dinner (last year's Big Kahuna BBQ was quite tasty!)

- Fire rings, marshmallow toasting

- Camping on field

- Sunday b'fast fly-out (Hood River again?)

- Prop cards for fly-in planes was weak, but try it again

- I.e. repeat everything but the movie

- Jenny to handle the Poker Run

- Ron/Michelle cover dinner and fire rings

- Advertise w/ other chapters, bring in more guests

- Rion to arrange porta-potty

- Cash prizes and mugs again

- **Holiday Party Dec 12**

- Jenny OK to host again

- May move to the AFS office, better light, parking

- Event is outgrowing their home

- **Young Eagle events**

- Ron/Michelle to coordinate again this year

- Plan 3-6 events this year

- Biggest stress: Will the pilots come? In the past, has posted pilot need on web, mail lists, putting out the call shortly before events.

- Looking for ideas to improve commitment/feedback

- Six pilots would be about ideal, even for very busy Pearson event

- Will hold a 'kick-off' meeting following the May 3rd breakfast to get the pilots and prospective pilots together for info session

- Flying events at B-17 May 17-18, Pearson Open Cockpit Day May 31, plus Jul 5 and Sep 6 at Twin Oaks following b'fast (10:00)

- Stress it's tax deductible

- Token of Appreciation, Chapter hat, embroidered with "Young Eagle Pilot". Moved and approved for Ron to have some made up, one per pilot.

- **Builder Motivation Day**

- Day set aside to provide rides to prospective RV builders

- Pilots and passengers all pre-scheduled, not ad-hoc

- Could run at Scappoose (w/ RV Fly-In) or at Twin Oaks

- Strong interest in BMD, but tabled for now

- **Chapter Fly-Outs**

- Following NW RV Fly-In?

- Have enough individual events now

Closing Bell

- Bogardus loan pay-off raised again

- No large spending items planned for the year,

- Cash flow seems under control

- Moved and approved to pay off half the balance, \$2500.

- Plan on a Feb board meeting

- Ran out of time before we got to the end of the agenda

- Randy will check on Baja' Fresh's meeting room

- Meeting adjourned at about 3:20 PM

Henry Bartel's Lancair IV-P

First flight — Monday the 14th of January. Charlie Kokler was at the controls. He said it flew perfect. I am so happy! I did get to fly it on Tuesday. It flies great. Throttled back to 60% power, 24 in. and 2450 on the prop, it cruises at 200 Knots, 232 MPH.



Henry looks pretty pleased with his new ship.

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

RV-4 for sale -- to the first person to show up with 50 ounces of gold in any coin form. Built light, very good workmanship, first flown 1995. 1330TT on factory new Lycoming IO-320B1C, still going strong. Rear-facing throttle body changed to updraft (sump replaced) so engine not stock. 160HP w/hollow crank for CS, Sensenich alum FP prop, KLX-135A GPS/com, RMI uEncoder, RMI uMonitor, Gem EGT/CHT, Collins xpdr, Beech elect turn coord, g-meter, backup mech alt/airspeed, 1 Bendix mag, 1 Electroair ign, Sigtronics intercom. Landing/taxi lights, position lights, panel lgt, strobe. Manual flaps & elev trim. Yellow/Blue very distinctive paint - featured in Van's calendar about 1997 or 98. Always hangared, located Independence, OR. Call or write for pix. Denny Jackson 503-838-4746 denny@minetfiber.com [05/08]

For Sale — New pre-punched RV-8 Empennage Save over 50%!!! Decided not to build second RV-8, my loss your gain. \$650 Firm. Jeff 360-834-6315 hasinsky@comcast.net [05/08]

For Sale -- 1958 Colonial Skimmer Lake amphibian - precursor to the Lake LA-4 and Buccaneer. Though type certificated, this particular Skimmer is Experimental category. Low time engine, radio panel adequate. Main gear wheel hubs, nose gear strut and all hydraulics totally overhauled. Plane is intact and all AD's complied with (I think). Estimate \$8k - \$20k to make properly airworthy. Possibly ferryable "gear-locked-down" for < \$1K. Located at Boeing Field, Seattle. More information about this plane at: www.reputableman.com Asking \$36,500 Craig craig@reputableman.com 206-498-9447 [05/08]

Free RV Fuselage and Wing Jigs—Not required for pre-punched kits but makes a good work platform. Works with any 2-seat RV. Will become raw-material again on Valentine's Day. Contact the Toolmeister (Mike McGee) jmpcrfr@teleport.com or 503-701-6315 for rescue. Located at HIO [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]

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Hillsboro Flying Club — located at HIO, 4 great planes, reasonable overnight minimums, airplane keys in your pocket! www.hillsboroflying.org 503-525-1199

— — — Hillsboro Flying Club — — — DE

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

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 ship-



ping / 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

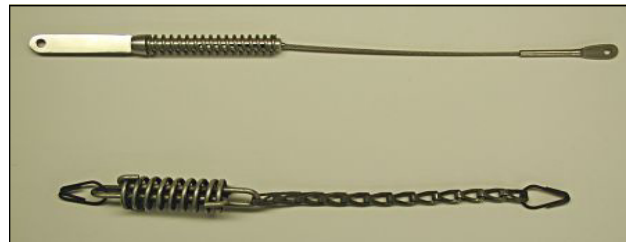
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Bill Esther Engraving — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html ecaps.1@juno.com or 503-851-6375

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.

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 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 Air-

ports

January '08

- Len Kauffman / Safety Thoughts: Wake Turbulence
- Benton Holzwarth / Our Holiday Get Together at the Hickman's

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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: _____



Kids! Don't try this at home!

Next General Meeting

VAF — Home Wing / Chapter 105

- Thursday Feb 14th, 2007 @ 7:00 PM
- Dave Lowry's Lancair Legacy
- Map on pg. 4

Next Board of Directors Meeting

- Thursday Feb 21st, 2007 — 7:00 PM
- Location TBD (Likely Baja Fresh on Scholls Ferry Rd.)
- Contact a Board Member if you ideas you'd like considered or to attend. Meetings are open to all members.

EAA Chapter 105



To:

First Class Mail

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