



EAA 105

PORTLAND OREGON



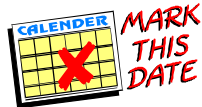
March 2008

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Next Meetings

- **Mar 13th** 7:00 PM— Map on pg. 4
- **Mar 20th** Chapter Board Meeting, 7:00 PM—Location TBD (Call a board member.)
- **Mar 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

The NW-EAA Fly-In, 2005. Great weather, lots of wonderful planes including this, John Coussens' 1928 Curtiss Wright Travel Air 4000.

The NW-EAA Fly-In, 2005. Great weather, lots of wonderful planes including this, John Coussens' 1928 Curtiss Wright Travel Air 4000.

Breakfast KP Duty

Saturday, Mar 1st, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mel Carstetter	Garrett Damitz
Aaron Frechette	David Gaudin
Zane Gard	Collin Gyenes
Ron Graff	Woody Hall
Dick Guarnero	John Halle
Ray Hass	Pat Hammell
Allen Hawkins	Dan Harris
Ken Howe	Tom Hart
Chris Clemmitt	Jim Hoak
Nick Marinello	Nick Marinello

Saturday, Apr 5th, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Bob Brown	Bill Inman
Keith Gover	Michael Hudson
Rob Hickman	Ted Johns
Jenny Hickman	Louise Lane
Dennis Jackson	Paul Johnson
David James	Charles Kaluza
Jeff Jasinsky	Stephen Kautz
Gerald Jerome	Bill Kenny
John Jessen	Martin Koxxy
Trevor Lace	Dave Laakso

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

NW Balloon Safety Seminar

Topic: BFA Core Subjects Seminar
Date: Saturday, March 1, 2008 at 7:00 AM

Location: Evergreen Air Museum
500 NE Captain Michael King Smith Way
McMinnville, OR 97128

Description: This event has tentative BFA approval for the core subject topics of:

- 1 - Weather
- 2 - Pilot Decision Making
- 3 - Regulations, AIM, and the New WINGS
- 4 - Maintenance & Repair
- 5 - Balloon Accidents
- 6 - Ground Crew Operations

To view details and reg information for this event, visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=18317 aka <http://tinyurl.com/3c6y1s>

Airline Pilot Declines a Tower Instruction

And tying in with the renewed emphasis on runway incursions, here's a replay of an airline pilot declining a tower instruction; a good call, with 20/20 hindsight. Situational awareness — you may be that final link in the accident chain!

<http://www.youtube.com/watch?v=5BvgSS6kBdU>
aka <http://tinyurl.com/37rwe8>

406 ELT's Mandated In Canada?

Glenn Pew, Contributing Editor, AVWeb

The Canadian Owners and Pilots Association (COPA) is warning pilots they should be concerned that revisions to a regulation's wording could mean mandatory installation of 406 ELTs in all Canadian aircraft -- and transient aircraft, too.

[Article continues, free registration required.]

http://www.avweb.com/avwebflash/news/elt_copa_canada_406_197059-1.html?CMP=OTC-RSS
aka <http://tinyurl.com/23sbk7>

Meeting Coordinator:

Walt Foster

rvaitor1@yahoo.com

503-690-3488



Program: Tom Hart's RV-7A

Location: 1810 SE 10th Ave, Portland

Date/Time: Thurs, Mar 13th @ 7:00 PM

The March meeting will be at Oregon Roofers Supply where Tom Hart is building an RV-7A. Tom has installed a Lycoming O-360 with a fixed pitch prop and has recently powered up his instrument panel. (Tom must be getting close).

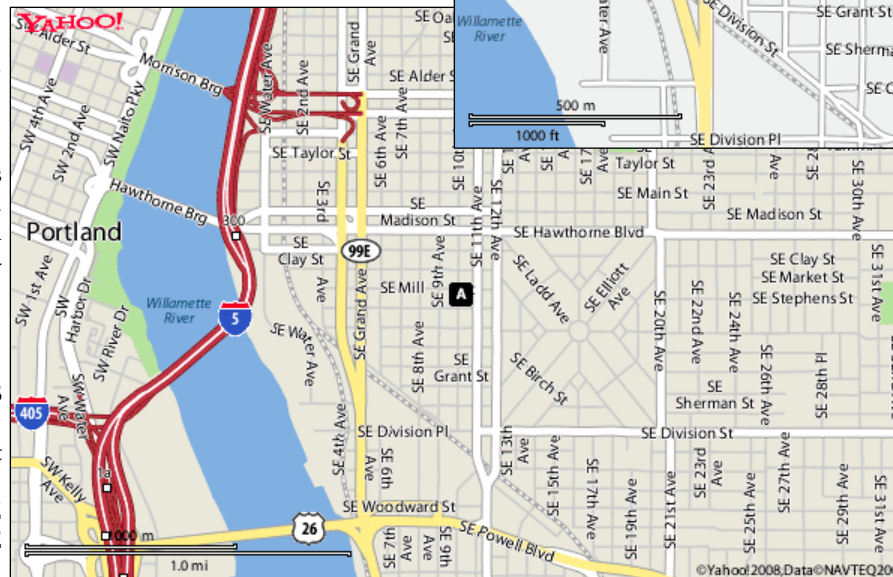
From Hillsboro and Points West:

- Take Sunset Hwy (26) east towards Portland
- Take the THE DALLES/SALEM exit onto I-405 S - go 0.9 mi
- Take the THE DALLES (I-84 E)/SEATTLE exit onto I-5 N - go 0.9 mi
- Take exit #300/PORTLAND AIRPORT/THE DALLES toward OMSI/CENTRAL EASTSIDE INDUSTRIAL DISTRICT - go 0.3 mi
- Bear Left on SE YAMHILL ST - go 0.2 mi
- Turn Right on SE MARTIN LUTHER KING JR BLVD (OR-99E S) - go 0.3 mi



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.



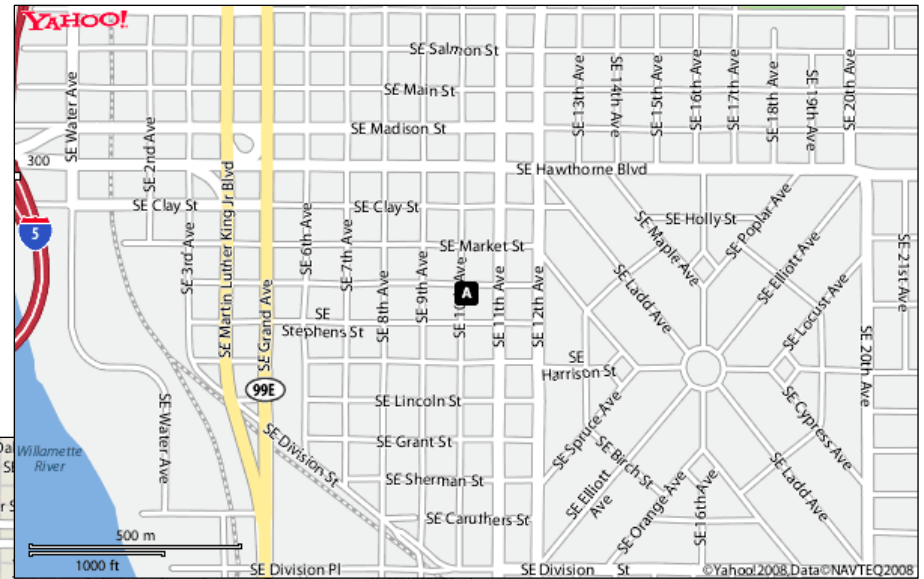
- Turn Left on SE CLAY ST - go 0.3 mi
- Turn Right on SE 10TH AVE - go 0.1 mi
- Arrive at 1810 SE 10TH AVE, PORTLAND, on the Left

Future Meetings

- **Apr** – Northwest Aircraft Maintenance (Hillsboro) - Condition Inspections
- **May**—Annual visit to Van's Aircraft
- **Jun**— 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, 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!

NW RV Fly-In Planning

Joe Blank

The NW Annual RV Fly In is now in the initial planning stages. Now in its 17th year for 2008, the Home Wing sponsored "NW RV Fly-in" has developed a loyal following with RV pilots attending from as far away as California and Texas. Traditionally held the Saturday of Father's Day weekend, it's a great chance to get up close and personal with over 100 RV builders and flyers. Walk the flight line, take some pictures, have a hamburger lunch, and buy an event t-shirt... if you're interested in RVs, you won't be disappointed. The 2008 fly-in will again be held at Scappoose (SPB) on Saturday, June 14th.

Of course this Fly In, like any other, is made successful by the use of volunteer help. At this time I am shamelessly soliciting names to participate as "Crew Chiefs" and/or staff for Grounds Set Up/Take Down/Cleanup, Auto Parking, Aircraft Parking, and T-Shirt Sales. (Did I mention that Crew Chiefs receive a free T-Shirt?) Other opportunities for folks to provide help are someone to make up various signs; be a photographer... you get the idea... Interested parties please contact me.

Speaking of our fly-in t-shirt — every year it's a new design with a new plane (or planes) featured. They've become something of a collector's item, with many people taking pride in owning one from every year. We are still looking for this year's candidate, so if you are interested in displaying your RV on this year's T-shirt, let me know.

Some of the past years shirts are still available for sale at the monthly breakfasts. Just ask...

[Visit the gallery at <http://www.eaa105.org/Activities/Tshirts/tshirts.html> aka <http://tinyurl.com/2ljwgd> — Ed.]

Blue Skies!

Joe Blank – 2008 Fly In Boss
jebblank 'at' molalla.net



Just a small fraction of the RVs to be seen at the Northwest RV Fly-In at Scappoose!

New Members and Members in New Places

Greg Long — Greg joins us from Beaverton. An EAA member since 1992, aviation is one of those expensive hobbies he is now a bit closer to making a reality. Flying occasionally with CFI's and other pilots, Greg has been an avid PC Flight Sim pilot since the 80's. Greg's currently working on getting his PPL written current again and hopes to be able to start regular lessons this summer. Having looked into several designs, including the KR2, CH701 and Kitfox Lite, Greg is most interested in the RV-8. A dream motorglider would be something like a Stemme S10VT 100% electric powered by Li-Ion Batteries.

Tips 'n Techniques

Propane Torch Safety

Via the Bearhawk Yahoo mail-list:

Writes Paul: I was working in the shop today, sweating copper fittings for the air lines in my shop. I'm using one of those Surefire click-type torches that screw on top of a propane canister. I had it sitting upright. With the torch head on the canister, it's kind of tippy that way. Well, I happened to bump it and it **fell over, and it hit just in the right spot to click the torch and the flame was going for a few seconds.** I had been using that torch for years and have knocked it over that way I don't know how many times but it never ignited. Luckily, it was on the shop floor and nothing caught on fire. I had it on my bench the last few days as I was working, but I never laid it over or engaged the lock when I left. It wouldn't have taken much to knock it over (earthquake?) and start a fire in the shop while I was sleeping or gone chasing parts. I always store it apart, but this taught me a good lesson while using it. Never too old to learn...

Replies Jim: Did you know that **the torch will screw onto the larger diameter green camping cylinders?** They are way more stable. I don't even bother with the narrow blue ones anymore because they are just too tippy. You can also get a base plate for the camp bottles that make it almost impossible to tip over.

Dave Lowry's Lancair Legacy

Benton Holzwarth

First up, chapter business —

Of the 18-20 people attending, there were a couple new members and guests. One new member, Ed, traveled from Vancouver to the meeting. He's working on ribs and spars for his -7A project. Greg is in Beaverton now, up from K-Falls. He's restarted his flying lessons and considering an RV-8 project.

For member milestones, Jim Maddox passed his airworthiness inspection and Dan Benua took his first flight in his RV-10.

Randy described the plans for our new Desser wheel balancer, to be placed at the chapter project hangar.

He also took a straw-poll asking how many members

would take advantage of a chapter-sponsored online forum for hooking members with questions up with local folks that have experience in that area. There were questions as to what it could do that Doug Reeves' site doesn't, namely hook folks up with *local* experts and cover local events (and my thought as one of the BOOTS —cover non-RV questions.) Response was good, with pretty much everyone signaling they'd use the facility as it was explained.

And next up, Dave Lowry took over —

This was our second visit to Dave's project, reprising our visit about a year and a half ago. Dave's been working on his Lancair Legacy since March of 2001. Some of his initial work, attaching the fuse halves was done at the Lancair build shop. The shop will work with builders as long as they want (at \$4k / wk) but they're set up to do

the work one way, so if you want to change things it's not so good of a fit. Dave did a minimum of work there.

Dave emphasizes he really enjoys the building, solving problems and the satisfaction of seeing the details come together. He readily admits there might not be much immediately visible progress since our last look, but indeed much has been accomplished attaching bits to the engine and firewall. The problems and frustrations have been of the sort, like bolting something to the firewall, then moving to next component and finding it wants to overlap the first by a 1/4". Certainly Lancair has a plan for the firewall setup, but Dave has made enough alterations that he's pretty much on his own getting things placed.

Dave says the Lancair community is smaller than the RV clan, but that just forces them to hold tighter and there is good support from his fellow builders. There's no step-by-step assembly manual, but like any aircraft project, fitting the firewall piercings and firewall forward components goes pretty much in a standard order: engine controls first, then heat vents and last wiring -- that is, the order of least to most flexible conduits. And sometimes, he adds, the components supplied by Lancair simply aren't completely thought out, like the exhaust hangers than just won't work around their heat-muff. So he does what homebuilders do, asks around for alternate solutions and makes adjustments.



Dave's Lancair mounts a super-normalized Continental IO-550.



Much of the last year's effort has gone into placing systems on the firewall and making the connections through the firewall.



Board Meeting Highlights

Your Chapter 105 Board

Attending this evening (21Feb08) were Randy Lervold, Dunstan Fandel, Len Kauffman, Benton Holzwarth, Ralph Schildknecht, Jim Mitchell, Joe Miller, Rion Bourgeois, Tom Louris, Donna Lervold, Jenny Hickman, Mike McGee and Dick VanGrunsven.

The meeting was called to order a few minutes after 7:00 PM at McMenamin's Greenway pub on Scholls Ferry Rd, Tigard, OR, with a moment to review the January minutes for approval. The January minutes were approved after review.

- **Hangar Update (Rion):** Jim Maddox has passed his inspection and will be moving out of the chapter's project hangar G-3. Neil Arney has arranged to move into G-3.

Steve Rosenstock is shopping for and installing antennas to add internet in chapter hangar. The Stark's OK'd us tapping into their airpark network, and the antennas are to avoid stringing wire from the main hangar down to our chapter space. (Funds were approved at a previous board meeting.) Rion is donating a computer to use in G1.

A motion-sensor patio light has been installed outside the chapter project hangar, G-1.

- **Breakfast Ops (Len):** The task instructions are working well, but will take a couple a three more cycles to iron out the details. Plans are to place station instructions near the station, e.g. How to make coffee on wall by coffee makers, etc. Len has also been shopping for plastic holders and lanyards for the task lists. He has prices for two grades of holders. \$100 was approved for Len to shop for materials.

Recognizing the long years of service Joe and Char have put in at our breakfast operation (they were in the original crew, 14 years ago) Len is stepping up to fill the crew chief role, to allow Joe and Char to work more as they want to rather than feeling obligated to attending every session from beginning to end. A huge "thanks" to owed to Joe and Char for their efforts all these years. The breakfast operation, aside from being a terrific social success, has funded many of our chapter activities and they were largely responsible for our success all these years.

- A suggestion came in to the board from a member, suggesting some changes to allow diners to mingle more freely and not hold positions waiting in line for service. The suggestion was to issue number-tickets as folks pay then call

them up by number group. Then they're free to mingle anywhere until their number is called.

Discussion fell into a couple areas: concern over anything that adds to the volunteer's work; that waiting folks will sit at tables tying up space for those that already have their plates in hand. In any case, it seems that it's only really necessary in the busier months and some of us are willing to try it. One plan is to place a white-board (we have one in G-1) where everyone can see it and just jot the call-up numbers there. Alternate ideas will be considered if anyone has any.

- **Raffles:** There was also a suggestion to operate a 50/50 raffle at the breakfasts as a fun/social thing. Problems with running it at the breakfasts are that everyone has to stick around until the drawing. There was a suggestion to run raffles at the general meetings, perhaps with the 'club' half going to the host, but also concern that that would compete with the host's donation jug. Also, as always, guarding against more work for volunteers.

- **Espresso:** The board, and Mike McGee in particular, has looked into starting an Espresso stand operation at the breakfasts. There has been requests for 'good' coffee from time to time. Setting up a machine would require more electricity to be plumbed into the hangar, 3-4 trained baristas to run a computerized machine (a \$2500-3000 initial cash outlay) Mike estimated about 10 months to repay the purchase, with some assumptions about how many cups per month and at a Starbucks sort of price. Alternative suggestion was to put in a couple of 'deluxe' home espresso machines and let folks make their own. In the end we decided to table the idea for now.

- **Events:** B-17 planning (Rion/Dunstan): Insurance has been obtained. The Port of Portland has given us a waiver of landing fees. The Porta-Potties have been ordered. Everything is coming together. Dunstan will handle media and volunteer sign-ups.

Last year, Ch 12 covered the event, and even broadcast live from the B-17 for their morning segment. This year we've also signed up as a Portland Rose Festival sanctioned event. For the fee (half picked up EAA Nat'l) we get to apply their logo to our advertising and will also be listed in all of their advertising and schedules.

Dunstan also requested 'staff' tee-shirts be obtained so guests would be able to tell who to ask questions and get assistance from. That was approved at our Jan meeting.

- **Young Eagles:** Ron is planning a 'season kick-off' pilot

briefing, to refresh procedures for past pilots and to try to draw in new pilots. Special chapter "Young Eagle Pilot" hats have been ordered and will be given to our YE pilots.

- **New tools:** A static wheel balancer has been purchased. It'll be installed in the chapter project hangar for use by everyone. One of our spark-plug cleaners will also be permanently placed there with it. Randy will write up a short piece for the newsletter.

A bending brake was donated to the chapter when Van's Aircraft retired it. It's large enough that we're looking for alternative places to store it; Rion will ask the Starks if they would store it in one of their hangars. Also, we believe someone removed the toe piece from it, to radius for bending aluminum, but we're not sure now who might have done it. [Update following the meeting: The original toe-piece was located, nothing nefarious, it was removed when the brake was in use at Van's, and had been set aside out of sight at our hangar. We're now looking to modify this one, or fabricate another, suitable (radiused) for bending aluminum.]

- **Forum SW:** Randy brought up discussion of installing forum software on the chapter website at the January meeting. It was brought up again for discussion at the Feb meeting, with Randy again explaining the utility (vs. mail lists) to the folks that missed it at the Jan meeting. He also related that a straw-poll taken at the Feb general meeting met with wide support. The board authorized Randy to spend \$160 for his choice system that he is willing to setup. Beyond that, it will take active support by our Tech-Counselors and members to help it attain critical mass.

- **Oxygen refill system:** There was discussion, and even offer of a gas manifold from a member that ran a dive-shop, around the chapter setting up to refill breathing-oxygen bottles. In the end, liability and lack of insurability have killed the idea. Too bad, there was a fair amount of interest in the idea. One fallback is Aurora Aviation, filling bottles for \$29 a pop.

- **Bogardus Trust business:** The Chapter 105 board appoints the board of the Bogardus trust and Chapter 105 presidents are normally appointed to terms on that board. Our president Randy's current term is expiring at the end of 2008. Rion proposed that Randy be appointed to another four-year term following the current term. That was approved by the 105 board.

With all business covered, the meeting was adjourned at 8:05.

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

For sale-Taylor Monoplane

All wood, low wing, VW powered. Built by former chapter Pres George Martan. Excellent workmanship and present condition.



Disassembled. Located Forest Grove, Oregon. \$6500. For info call. Dick VanGrunsven, 503-307-7550 or Jerry VanGrunsven 503-648-3464 [06/08]

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]

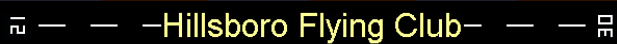
For Sale -- New pre-punched RV-8 Empennage Save over 50%!!! Decided not to build second RV-8, my loss your gain. \$650 Firm. Jeff 360-834-6315 hasinsky@comcast.net [05/08]

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]

Open for Business

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



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

AEROFRAME Gallery -- Aviation Merchandise and Custom Picture Framing -- Located at the intersection of I-205 and 99E (McLoughlin Blvd.) in the Oregon City

Shopping Center, AEROFRAME Gallery offers a huge selection of collectible airplane models, aviation art, and aviation related items for all ages. Non aviation art is also available. Visit the gallery and/or the website to view the gallery, its items, and the custom frame selections. 503-557-1333 www.aeroframegallery.com

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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.

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- 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

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- Jeff Knapp + Michelle Smith / She Flies with Her Own Wings (WiA Int'l)
- Terry Lutz / Notes from Cape Juby
- Ron Singh / Young Eagles Season
- Benton Holzwarth / Jim Maddox' RV-7A
- Len Kauffman / Safety Thoughts: On Guard
- Budd Davison / Grassroots: Where Have all the Pireps Gone?
- Eric Newton + Russ Erb / TnT: Fuel Flow Sensors
- Ron Singh / CAS Aviation Summer Camp

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- 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

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- 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

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- 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

January '08

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

February '08

- Randy Lervold / State-of-the-Chapter 2008

- Len Kauffman / Safety Thoughts: Barber, Hunting Trips and Crash Site
- Randy Lervold / TnT: Coping with Winter in the Northwest
- Benton Holzwarth / A Second Look at Dan and Sun Benua's RV-10
- Dan Benua / First Flight for Dan Benua and RV-10 N755SB

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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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: _____



USAF F-22 Raptor Jetfighter flying air cover during this month's launch of Space Shuttle Atlantis (STS-122) — Feb 07, 2008.

Next General Meeting

VAF — Home Wing / Chapter 105

- Thursday Mar 13th, 2007 @ 7:00 PM
- Tom Hart's RV-7A; Close-in SE Ptld
- Map on pg. 3

Next Board of Directors Meeting

- Thursday Mar 20th, 2008 — 7:00 PM
- Location TBD (Likely Baja Fresh on Scholls Ferry Rd.)
- Contact a Board Member if you have ideas you'd like considered or to attend. Meetings are open to all members.

EAA Chapter 105

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