

EAA 105

PORTLAND OREGON



April 2008



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Next Meetings

- **Apr 10th** 7:00 PM— Map on pg. 4
- **Apr 17th** Chapter Board Meeting, 7:00 PM— Location TBD (Call a board member.)
- **Apr 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

The Fenton/Garry RV-8 came to the 2005 Northwest RV Fly-In from Blaine, WA. Registered in March of that year, it'd been flying barely three months at the time of the fly-in. They mounted a Lyc IO-360.

Breakfast KP Duty

Saturday, Apr 5th, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Bob Brown	Denny Jackson
Warren Fraim	Jerry Jerome
Bill Kenny	Ted Johns
Martin Koxxy	Paul Johnson
Collin Gyenes	Charles Kaluza
Peter Lang	Stephen Kautz
Glenn Longley	Dave Laakso
Tom Louris	Louise Lane
Steve Mahoney	Greg Long
Garry Miller	Jim Maddox

Saturday, May 3rd, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Jon Friedemann	Steve Johnson
Keith Gover	Rick Mandrell
Rob Hickman	John Mates
Jenny Hickman	Gary McGaughy
Michael Hudson	Everett Mellish
Jeff Jasinsky	Ted Millar
John Jessen	Shannon Miller
Kevin Lane	Edwin Miller
Harmon Lange	Dan Miller
Dave Lowry	Jim Mitchell

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

Art Cornelius would be glad to talk to anyone who is interested in learning more about the Air Force Association and the local Columbia Gorge chapter. He can be contacted at 503-579-1742 or abcornelius@comcast.net.

EAA's B-17 Aluminum Overcast to visit HIO

Aluminum Overcast makes its west coast swing, passing through Hillsboro, the weekend of May 16-18.

We'll need volunteers to man the merchandise trailer as well as to assist guests into and out of the plane during ground tours.

Dunstan Fandel is organizing the volunteer help this year and will be implementing several ideas to help things run more smoothly from our perspective. He needs four people for the morning shift (9:30 to 1:00) and six for the afternoon shift (1:00 to 6:00), for each of the three days. Please contact him if you can fill one or more slots.

As a reward for your help, volunteers draw straws to fill the available seats as the B-17 repositions to its next location—Seattle this year, with preference to those who haven't had rides before.

Dunstan Fandel
503-614-9737 (h)
503-313-7109 (c) or
Dunstan.Fandel@Sun.com



Jim Maddox shortly after his successful first flight. Photo: Rion B

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



Breakfast Legends

Randy Lervold

For those who might be newer members and unaware of the history of our monthly pancake breakfast, it all started in June of 1994. The idea was to put on a breakfast to raise money for a chapter hangar. The initial crew of "regulars" were Rion Bourgeois and Char & Joe Miller. There have been other regulars over the years such as Jenny Hickman and Neil Arney, but the Millers have been the backbone of the effort for fourteen years now.

Fourteen years is a long time to be shouldering that kind of responsibility and so recently we've arranged to lighten their load a bit. After doing such a great job



coordinating the breakfast volunteers for the past couple of years, Len Kauffman has agreed to step up as official "Breakfast Crew Chief" and as such will coordinate the volunteers and manage the workload. Joe and Char will still be there, likely for many years, but they will now be able to enjoy their time more by transferring much of the operational responsibility to Len.

How do you thank these two for such an effort? Whatever words we use will be inadequate, so let me just say *thank you so much!* Please join me in recognizing the Miller's — the next time you see them you might say "thank you" as well.

...Randy



Meeting Coordinator:

Walt Foster

rvaitor1@yahoo.com

503-690-3488



Program: Northwest Aircraft Maintenance — Condition Inspections

Location: 3301-B NW Cornell Rd, HIO

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

Phone: 503-648-3670

The April meeting will be at the Northwest Aircraft Maintenance hanger, located adjacent to Hanger 53 on the south side of the field at HIO. Dirk Wittig and Scott Resnick will host a meeting focusing on aircraft annual inspections (condition inspections for us experimental folks). Dirk opened the shop in 1991 and has been performing aircraft maintenance, repair and modifications ever since. Scott owns a Lancair and has helped on at least a few RV condition inspections. Should be a very informative meeting.

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



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.



through three stoplights and becomes Brookwood Parkway. Continue on Brookwood Parkway until you reach Cornell Road. Take a right on Cornell and continue past the main terminal building. Turn right in front of the hangers near the end of the airport. This entrance is in front of the Tualatin Valley Aviation Avionics Hanger. After turning off of Cornell, the road goes to the left and right - stay to the right and drive up to keycode gate. Northwest Aircraft Maintenance is almost directly in front of this keycode gate.

IMPORTANT: The area around Northwest Aircraft Maintenance is an ACTIVE AIRCRAFT MOVEMENT AREA. Drive slowly and watch out for aircraft. Park only in front of the hanger area near the Hanger 53 pilots lounge entrance. 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 Northwest Aircraft Maintenance, and they can direct you if

you're not familiar with the airport. You can park in front of the hanger, 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

May— Annual visit to Van's Aircraft

Jun— Parkside bbq & projects tour

About the meetings...

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

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!



Young Eagles Season

Ron Singh

Once again Michelle and I are looking forward to coordinating Chapter 105 Young Eagles events this year. We have tentatively planned 4 events, but could modify our plans based on pilot feedback.

For the first time in my tenure as Young Eagles Coordinator, we are planning to conduct a pre-season meeting for anyone interested in flying Young Eagles, or assisting with supporting ground activities. This meeting is scheduled for 10 am on Saturday, May 3rd, 2008 (pancake breakfast day) at the chapter hangar. We will discuss the schedule, pilot requirements, procedures, potential pilot availability, suggestions for improvement, and ideas for "while they wait" kids activities. Even if you haven't flown a Young Eagle before, but want



to know more before you decide to participate, or have suggestions for the program, please mark your calendar and join us at this pre-season meeting.



Also, for the first time, we will be giving each pilot who flies a Young Eagle this year, a special Chapter 105 "Young Eagles Pilot" cap as a very small token of appreciation for their contribution. These caps are not available for sale anywhere, and will be worn proudly by actual Young Eagles pilots only!

If you want to know more about the Young Eagles program prior to the meeting, check out: www.young eagles.com

The Young Eagles schedule for 2008 is as follows:

Date	Airport	City	Event
17-18 May	Hillsboro (HIO)	Hillsboro	B-17 Visit
31 May	Pearson Airpark (VUO)	Vancouver	Pearson Air Museum
5 July	Twin Oaks (7S3)	Hillsboro	Chap 105 Hangar
6 Sept	Twin Oaks (7S3)	Hillsboro	Chap 105 Hangar



MISSION: Hillsboro, Oregon

May 16-18 2008

Hillsboro Airport
Premier Jet Center
3301A NE Cornell Road
(Next to the terminal)

FLIGHT TIMES

Daily at; 10:15, 11:00, 11:45, 12:30, 1:15

GROUND TOURS

2:00-6:00 daily

MISSION COST: (PRE-STOP BOOKING PRICES)
\$359 per person (EAA Members) **\$399** per person (non-Members)

WALK UP PRICES
\$385 EAA Member
\$425 Non-EAA Member

Daily Ground Tours:

Held after flight operations have stopped for the day.
Adults :\$5, WWII Veterans FREE
Children under 8 (accompanied by adult) FREE
\$15 per family (adults & children under 18)

Special group rates are made available for schools and large tours. Limited availability. Please call for group reservations.

All dates and times are tentative and subject to change due to weather or other causes.

Call 800-359-6217
for reservations and inquiries

Visit the B-17 website at www.b17.org
e-mail: b17@eaa.org



Proud to be a 2008

Portland Rose Festival

Sanctioned Event



Fly the Fortress!

EAA's B-17 bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of battle in World War II. You can see and tour this historic airplane — and actually fly a mission!

TOM HART'S RV-7A PROJECT

Benton Holzwarth

Tom Hart hosted our March meeting, looking over his RV-7A project, in the loft of his business, near Ladd Circle in SE Portland.

30 or 35 folks came out on this dark and rainy night for the meeting, including four who signaled they were new members or guests.

John Polos spoke up for upcoming events at Chapter 782 (Vancouver). He is a P.E. and is presenting a talk on

Structural Engineering. (Chapter 782 has many interesting presentations on various skills.) He also mentioned he'll be bringing his 'aircraft carrier landing' demo to the Oregon Int'l Airshow later this year at Hillsboro. In a couple months he'll begin soliciting for some helpers to man the operation.

Word comes from Mike Robertson, late of the Hillsboro FSDO, and now transferred to Spokane, that he misses us and all the activities our chapter organizes.

Art Cornelius put in a word for the Columbia Gorge

chapter of the Air Force Association. They're trying to increase their membership, and Art would like to hear from anyone interested in learning more. Look for contact information on page 2.

Walt Foster filled us in on the upcoming meetings: April will be at Northwest Aircraft Maintenance, for a presentation on Annual Inspections (or Condition Inspections for homebuilts.) Walt is asking them to emphasize Firewall-Forward issues. Their shop is near Hanger 53 on HIO airport. May will find us at our annual visit to Van's Aircraft on Aurora airport and June will be our visit to Parkside airpark, near Battleground.

With the club business covered, Tom Hart took over to talk a little about his project. Everyone's first question was how he plans to get the airplane down to ground level from its second-story loft build location. His plan is to cut an opening in the wall between his loft and the high-ceiling main shop area, remove the wings and tail, and back it out onto a lift. Once lowered to ground level it can be moved onto a trailer for transport.



Tom Hart enjoys a warm and well lit building space in a second story loft. How he'll get his finished RV down to ground level was everyone's first question.

Tom started with quick-build wings and fuse. He has one of Aero Sport's O-360 engines with a fixed-pitch prop mounted, and has equipped it with one hall-effect electronic ignition and one conventional magneto. He fashioned a cockpit-controllable oil cooler duct, to allow him to get the oil properly warmed regardless of the ambient temperature. Brent Anderson related that he used a plenum on his RV-4 with a controllable oil cooler. Said it works well on a carbureted engine but might not work as well with an FI engine.

He has included a single Odessey battery. Brent related that he had one in his RV-4 for eight years. It was working fine, but he finally changed it out just on general principals. Tom uses a battery tender.

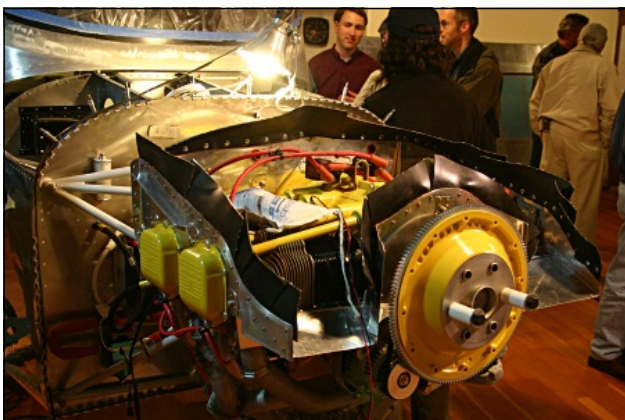
One of his frustrating moments was when he cracked his canopy. It was 90-deg, and he was running a file over the point where two cuts met (did he mean the cuts met at 90-deg? I thought at the time he meant it was plenty warm) and a crack appeared. It's under the skirt so doesn't show, and is stop-drilled.

His solution for fabricating the parts shown in the plans at half-size is to copy them with the copier set to 200% magnification. He checked, and with the copier he was using, the scaling was accurate to 1/64".

Tom ordered his engine after the fuse and canopy were completed, about two years ago. Bart needed about seven months lead time at that time; Rob needed eight months to deliver the Advanced Flight Systems unit. For

the interior, he turned to Aero Designs 'Classic Aero's for seats and carpet.

Brent also emphasized close inspection of the connections between the engine and firewall. Engines move around more than one might guess, and the connections need to have sufficient flex to accomodate the movement. He related a story of meeting up with a friend at the airport who'd just arrived for a fuel stop. They noticed the side of the airplane covered with oil, tho' the pilot hadn't realised he was leaking. With the cowl opened up, it wasn't clear where the oil was coming from, so Brent watched while the engine was started, whereup the gyser indicated the leak. The oil cooler fitting had cracked due to insufficient slack to cover the engine movement.



Tom's Aero Sport-build O-360 engine

Tom Hart; His panel features an AFS instrument package.

Tom's seats were professionally upholstered, and very nicely.

Connecting Members with Members

Randy Lervold



Although you may not be aware of it, your board is continuously looking for ways of improving our chapter's programs and member resources. We are proud of what we have already accomplished, and I can tell you that many of our programs and resources are the envy of other chapters around the country. Still, as I talk to members, especially the relatively new members who have recently started aircraft projects, one unmet need keeps coming through... *a better way to connect those who need information and experience with those who have it.* It is awkward at best to attend one of our meetings, or the pancake breakfast, and find an experienced builder, whom you probably don't know, to help with questions. Then there's the issue of describing what you need help with. Sometimes only seeing it in person, or at least a picture, is required in order to understand the situation — we all know one picture is worth a thousand words, especially when it comes to aircraft construction. As a chapter we only get together once or twice a month, and even then many of us are not there in person due to schedule conflicts. So how can we do a better job of connecting members and fostering our chapter's community?

Many of you have already experienced the benefit of the latest generation of online forums in other areas of interest you have. Usually centered around a common interest, they are a great way to create a community and share information for the benefit of all, even if it is "virtual" in most cases. I suggested to the board that this could be a great tool for the chapter in helping bridge the gap described above and helping strengthen the Chapter 105 community -- they wholeheartedly agreed.

I'm pleased to announce the forums are now installed and fully functional as an addition to our chapter's web site. We have chosen a very robust forum platform called vBulletin. In fact it is the same forum software used by Vansairforce.net [http://www.vansairforce.com/community/index.php] and AOPA.org [http://forums.aopa.org/] to name just a few. It has two features

in particular that I think are important for our use: the ability to embed pictures in your message, and the ability to put little pictures called avatars of you with your signature (face with a name!). Benton has worked closely with me in getting the forums up and configured correctly, thanks Benton! Several members have agreed to be "moderators" and monitor things online making sure no spam gets through and that things stay civil, thanks to them for stepping up as well.

Ok, let's get online

Unlike some of the other online communities you might have experienced, we are not solely virtual, we are a real community as well. For that reason I encourage you to utilize two techniques to help us all get to know each

other better and put faces with names... 1) post a mugshot "avatar" -- a small pic that always displays with your name when you make a post on a forum, and 2) select a user name when you register that is some derivation of your real name so we know who you are. Both of these techniques are described in more detail in the "Forum info" forum once you get to the main page.

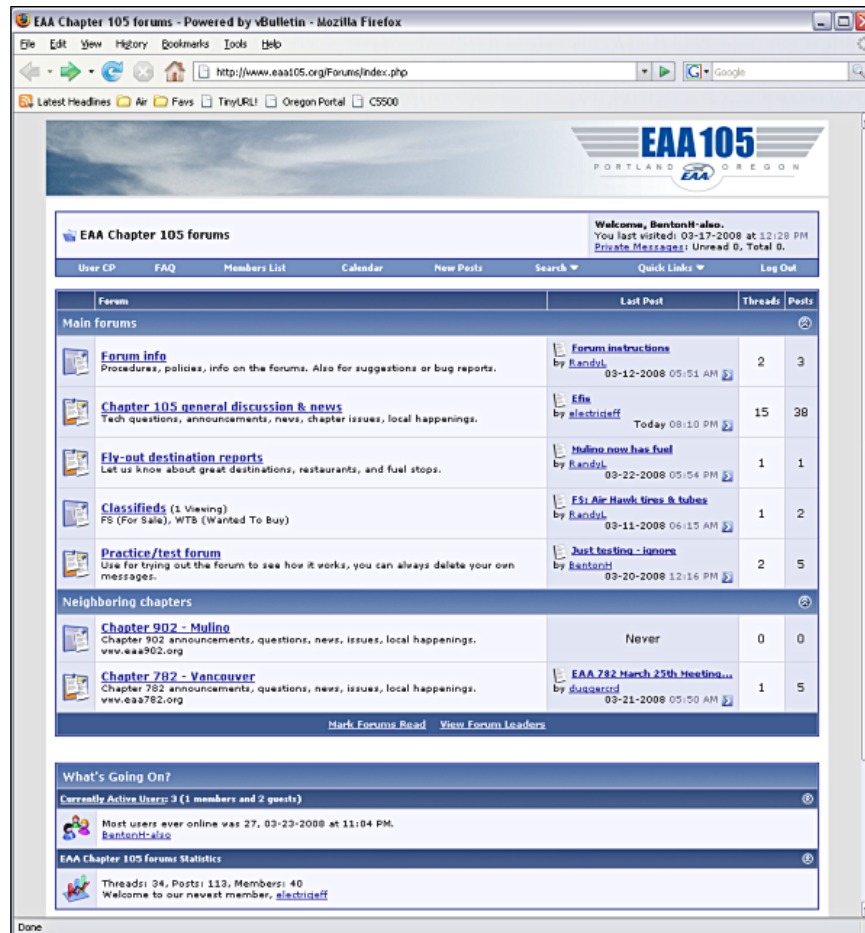
To access the forums just go to www.eaa105.org and click on "Forums" in the main menu bar. Once you get into the forums, click on the "Forum info" forum, then on the thread titled "Forum operating instructions & use recommendations". If you're not familiar with this type of forum you might want to print that page. By the way, I've recently completed a makeover of the whole

web site and given it new drop-down menus, a new header with our logo, and some pictures of various chapter members and activities.

To the experienced builders and Technical Counselors: please consider registering and sharing some of your expertise with those building. To the newer builders: please sign up and ask away. To everyone: please keep in mind that it's not only the person asking the question that benefits from an answer, it's all the other members reading the threads as well. Since threads are never deleted, over time the information in the forum will accumulate to form a searchable base of knowledge. Once we accumulate some history you'll definitely want to familiarize yourself with the search function.

vBulletin is a very robust piece of software with many useful features. Benton and I will occasionally publish tips and tricks for getting more out the forums, look for them right here. See you online!

...Randy



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—Sunriver Hangar w/ Heated Mezzanine, \$150k <http://tinyurl.com/2cet6x> [07/08]

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 VanGrunsvan, 503-307-7550 or Jerry VanGrunsvan 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 air-

worthy. 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

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

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 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

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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

Flying Machine Restorations — *Pride of ownership — that's what pilots want to feel about their aircraft, whether in the hangar, in the air, or on display. The FMR team understands that feeling very well.*



Besides aircraft painting, we offer complete structural repair including fabric recovering. FMR has a separate soda-blasting booth available for removing paint and rust from engine and metal parts, vehicles, boats, and motorcycles.

FMR is located at Pierce County Airport (Thun Field), 17131 Meridian East in Puyallup, Washington with beautiful Mt. Rainier over looking. For more information, contact Gene Endsley at 206-300-1197 or g.endsley@comcast.net

We look forward to helping create your pride and joy!

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



Board Meeting Highlights

Your Chapter 105 Board

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

The April meeting will be held on the usual third Thursday at 7:00 PM at the chapter project hangar on Twin Oaks Airpark.

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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- 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

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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 Hills-

boro

- Benton Holzwarth + Jim Hoak / Vernonia
- Joe Blank + Benton Holzwarth / The 16th Annual Northwest RV Fly-In

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- 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

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

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

March '08

- Joe Blank / NW RV Fly-In Planning
- via Bearhawk maillist / Propane Torch Safety
- Benton Holzwarth / Dave Lowry's Lancair Legacy

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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Treasurer & Poker Run Coord	Jennifer Hickman jennhickman@aol.com	503-651-2230 h
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Director & Librarian	Jim Mitchell jmitchell1@msn.com	503-644-5258 h
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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: _____



Ryan Pemberton
The fabulous Boeing Model 40 of which we've been seeing occasional progress photos is flying now. A product of the Pemberton shop in Spokane, WA. Photo: Ryan Pemberton.

Next General Meeting

VAF — Home Wing / Chapter 105

- Thursday Apr 10th, 2007 @ 7:00 PM
- Northwest Aircraft Maintenance (HIO)
- Annual/Condition Inspections
- Map on pg. 4

Next Board of Directors Meeting

- Thursday Apr 17th, 2008 @ 7:00 PM
- Chapter Project Hangar on Twin Oaks Airpark
- 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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