



EAA 105

PORTLAND  OREGON

May 2008

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

The "Spring" RV-10 Dinner

The spring RV-10 dinner is scheduled for May 10th. It's a fly-in at Rob and Jenny Hickman's place on Dietz Airpark. The start time is 4:00 PM, with dinner at 6:00. Contact John Jessen for more info — n212pj@gmail.com.

Young Eagle Season Kickoff

Ron will host an info and briefing meeting following the May pancake breakfast, at 10:00 in the new chapter project hangar.



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Next Meetings

- **May 8th** 7:00 PM— Map on pg. 4
- **May 15th** Chapter Board Meeting, 7:00 PM— Location TBD (Call a board member.)
- **May 17th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



Breakfast KP Duty

Saturday, May 3rd, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Jon Friedemann	Steve Johnson
Keith Gover	Michael Hudson
Rob Hickman	John Mates
Jenny Hickman	Gary McGaughey
Kevin Lane	Shannon Miller
Harmon Lange	Dan Miller
Greg Long	Jim Mitchell
Dave Lowry	Brent Ohlgren
Rick Mandrell	Dan Parks
Steve Payne	John Krogh

Saturday, June 7th, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Bob Brown	Bill Inman
John Jessen	Everett Mellish
Edwin Miller	Bob Patterson
Van Patton	Ted Millar
Ron Poe	Bruce Radke
John Polos	Randy Reinhofer
Bruce Porter	Ken Rentmeester
Tim Porter	Charles Rice
Scott Price	Leejay Robles
Johnny Pruett	Steve Rosenstock

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

On the Cover

Pat and Carol Fagan depart the 2006 NW-EAA Fly-In (Arlington) in their plans-built Barrows Bearhawk "Smokey Bearhawk". Pat installed a Lyc O-540 engine, giving him plenty of power to get out of high-hot strips he enjoys in the southern California desert.

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



Fly-in Pancake Breakfast Volunteers

Len Kauffman

The fly-in pancake breakfast is at the heart of our chapter's activities and success. It is our primary income source and provides exposure to the general public. It involves considerable effort every month on the part of a full-time volunteer staff to purchase and stock breakfast supplies (Mike McGee), wash towels/aprons/rags (Char Miller), direct and work each breakfast (Rion Bourgeois, Char and Joe Miller), run cashier's table and t-shirt/hat/membership sales (Randy Lervold, Benton Holzwarth & Randy Griffin) and handle banking duties (Randy Lervold & Jenny Hickman). It also involves chapter members as volunteer KPs for a two-hour shift about every eight months. It's a big job and we need the cooperation of everyone to make it work.

KP SCHEDULING: Each month it's a struggle to confirm our 20 KPs because a few fail to respond to phone calls and emails. Most members reply promptly, but others do not. Help us by doing the following:

Keep your email address and phone numbers updated in the chapter directory. Contact Randy Lervold (randy@romeolima.com) with all changes.

Check the KP duty roster for the upcoming and following month in our chapter newsletter or website every month. We go through the directory alphabetically so it's easy to see when your name will be coming up. If you have a shift preference (7:00 or 9:00) or know of a conflict (vacation, work, etc.) let me know before you're on the schedule. It's easier to create a schedule that works than change it.

If a conflict develops after you are scheduled, call or send an email as soon as possible.

When you receive a call and/or email to confirm KP duty, **REPLY PROMPTLY**. If you are unable to work let me know. We can roll you over to the next month or whenever you'll be available. **BUT WE MUST HEAR FROM YOU!** Each month there are a few who fail to reply or do so only after repeated calls and emails. Don't make KP scheduling difficult.

BREAKFAST: We also need cooperation while working your breakfast shift.

If you're on the early schedule, be there by 7:00 ready to work. If anyone shows up late it's very difficult to begin service promptly at 8:00.

Those on the late shift must be ready to start at 9:00 sharp. If you plan to eat before your shift, you should be eating by 8:30 – if not, move to the front of the line so you'll be ready work by 9:00.

Remember that the 9:00 shift includes cleanup -- **DON'T LEAVE UNTIL ALL CHORES ARE COMPLETE**. If anyone leaves early it isn't fair to fellow KPs who must take on your responsibilities.

EXPANDED KP TASK LIST: We're now using expanded KP Task Lists in 4"x7" vinyl holders with neck straps. The early shift will find them hanging on the wall to the right of the coffee counter. Pick the duty of your choice (bacon, pancakes, eggs, etc.) and follow instruction on the "white" side. Note that "Beverages" and "Bacon 1" KPs must have strength to carry 50-pound coffee pots. At 9:00, brief your replacement KP and pass on the Task List. 9:00 KPs can go directly to any position desired or check with Char Miller or myself. Follow directions on the "blue" 9:00 side of the Task List.

In addition to KP Task Lists you'll find expanded notes posted on walls near the coffee counter, pancake mix area and bacon grill. The instructions are intended to reduce the burden on Char, Rion and Joe – our full-timers who have worked at every breakfast since 1994. Please read and follow directions on your Task List and wall-mounted notes. Let me know if changes are needed.

When your shift ends please return nametag to the nametag holder. 9:00 KPs return Task Lists to hooks on wall to the right of the coffee counter (next to stairs).

KP workers receive free breakfast. Just tell the cashier that you're pulling KP duty.

Thanks for your cooperation.

Len Kauffman
503-885-1920
lakauf@comcast.net

Meeting Coordinator:

Walt Foster

rvaitor1@yahoo.com

503-690-3488



Program: Annual Van's Aircraft Visit

Location: S end of Aurora Airport

Date/Time: Thurs, May 8th @ 7:00 PM

Phone: 503-678-6545

Continuing with our tradition to hold one meeting each year at RV-central, the meeting will be at Van's Factory on Aurora Airport, where we'll get to hear the latest news, see the factory demos and prototypes, and have a chance to tour the factory and shop. Don't you just love that Van's is virtually in our back yard?

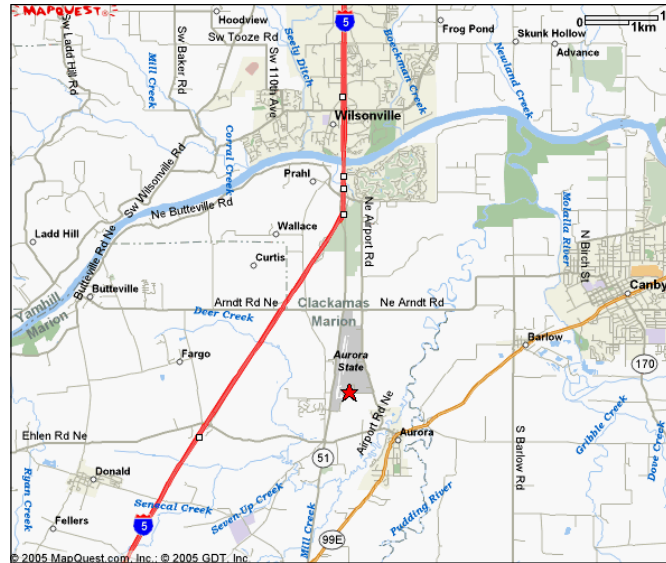
From Portland: Take I-5 South, take the Canby/Hubbard exit (exit 282A), continue south approximately 2.5 miles, turn left on Keil Road (before the 2nd stop light); Vans is on the left, about 1/4 mile from the intersection.

Flying: Aurora (FAA Airport ID KUAO) is well-lighted so its a good night-flying destination for those who are so inclined. Van's is the large factory building near the south end of the field. Take the taxiway turnoff at that end, jog left, then right at the second taxiway you come



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.



to, taxi east between the blue hangars (taking care to avoid obstructions and holes that are right next to the taxiway), park in the center of the paved area or in the grass but NOT in the parking lot (cars go through there too).

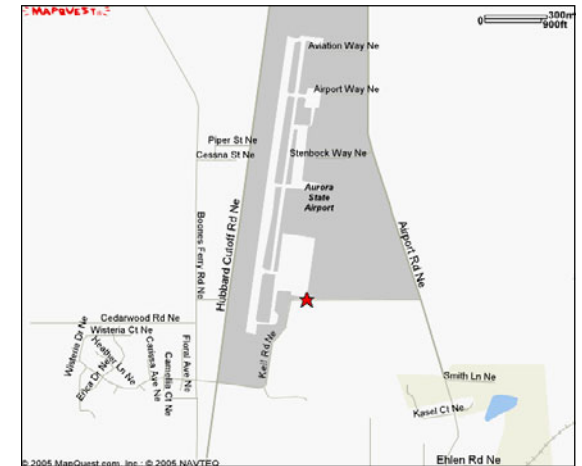
Plane Pool! Members who plan to fly to the meeting are encouraged to take this opportunity to share any empty seats with still-building types. A good way to offer or ask for a seat is to use the oregon-aea email list.

Be sure to follow the published noise abatement procedures. AT ALL TIMES be aware and cautious of landing/taxiing airplanes. If you bring friends or family, be sure to brief them on airport safety and etiquette.

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.

Future Meetings



June— Parkside bbq & projects tour

July— **No Meeting;** NW EAA Fly-In (Arlington)

August— Lenhardt's Open Hangar evening

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!



Get Balanced!

Randy Lervold

I'm pleased to announce the addition of yet another valuable tool to our chapter's Tool Crib... an aircraft tire balancer from Desser Tire. Why? Just as with your car, vibration caused by imbalance can be detrimental

to many different components on the plane. For those with rod-legged RVs imbalance-caused vibration can also induce wheel shimmy. Keep in mind these little 5-6" wheels turn quite a bit higher rpm than your 15-17" car wheels at the same 50 mph groundspeed.



The balancer will be permanently located in the chapter hangar and is not available for check out as with some of the other tools. Rather you bring your wheels/tires to the hangar and use the equipment there. It is located on the main workbench in G1. I've written up instructions and provided all the self-adhesive weights you'll need. We're also keeping the air-powered spark plug cleaner there permanently so during your annual condition inspection just bring your wheels/tires and spark plugs over and get balanced and cleaned. See any board member or Bob Stark for access to the hangar, or bring 'em to a breakfast, the hangar is always open those days. If you'd like to re-view the instructions in advance I'm happy to e-mail them to you, just let me know.

Smooth running,
...Randy



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



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!

SPOT vs. Personal Locator Beacons

Rob Hunter

[I noticed this comparison write-up of the new 'Spot' units and PLBs on the www.backcountrypilot.org forums and wrote to Rob for permission to reprint it here in our newsletter. Rob operates www.preparedpilot.com, a pilot supply store specializing in survival and emergency equipment. If you've been thinking about either of these units, consider spending your money at a pilot-friendly shop. Here's the link to the forum thread, if you'd like to see the rest of the give 'n take — <http://tinyurl.com/3vwnh6>. Ed.]



ent satellite constellation and the message goes to a different dispatch center but the end result is the same. SAR knows who you are and where you are within minutes. SPOT's help messages are resent every 5 minutes to help guarantee that your distress call gets out even when in an area with less than ideal satellite coverage. SPOT uses the Globalstar satellites. You probably have heard about the problems Globalstar has had with their satellite phones in recent months. Fortunately, the problem does not affect SPOT. The failing component on the satellites that has caused a severe problem for two way communication does not affect the one way communication that SPOT uses.

The following is a description of the new SPOT satellite messenger [<http://tinyurl.com/3ubf5g>] and a comparison of it to personal locator beacons (PLBs) [<http://tinyurl.com/4phgvj>]. I bought a PLB when the first ones with a built in GPS became available in 2004 and have learned a lot about them since then in part from regular meetings with the manufacturer. I managed to get a SPOT satellite messenger even before they were offered for sale and have been testing it for about 6 months now. I have sent hundreds of SPOT messages and have been impressed with its usefulness and reliability. I now carry a SPOT whenever I fly and have bought them for several friends and family members. I hope that after reading this you will be better able to make a decision about whether a PLB or SPOT satellite messenger would work best for you.

When you activate a PLB it sends out a distress signal via satellite with the PLB's identification number. This number is used to look up who you are and the contact information that you entered when you registered the

beacon. The PLB sends out distress signals every 5 minutes until the battery runs out or until you turn it off. Once the PLB has determined where it is by using its built in GPS (if it has one) then it sends the location with your distress signal. A PLB is an all or nothing device. Most people will never use theirs. SPOT can do much more and, unlike a PLB, most people will use theirs frequently.

The SPOT satellite messenger can function like a PLB when the user presses the 911 button. It uses a different dispatch center but the end result is the same. SAR

knows who you are and where you are within minutes. SPOT's help messages are resent every 5 minutes to help guarantee that your distress call gets out even when in an area with less than ideal satellite coverage. SPOT uses the Globalstar satellites. You probably have heard about the problems Globalstar has had with their satellite phones in recent months. Fortunately, the problem does not affect SPOT. The failing component on the satellites that has caused a severe problem for two way communication does not affect the one way communication that SPOT uses.

SPOT can do several things that a PLB cannot. For example, SPOT can let your friends or family know where you are and that you need help with out alerting the authorities. Say you are at a back country airstrip with a mechanical problem or an inci-

dent and no one is hurt. You don't have a responsibility to notify the FAA and NTSB. All you really need is a ride home or a new part so instead of pressing the 911 button you press the request help button. Your friends get a text message on their cell phone with your GPS location or an emailed message with a link like this <http://maps.google.com/maps?f=q&hl=en&geocode=&q=40.8648,-111.9282&ie=UTF8&z=12&om=1> [<http://tinyurl.com/44or9c>] which brings up Google maps showing exactly where you are. They can switch to satellite view on the upper right and zoom in using the slider on the upper left for more detail.

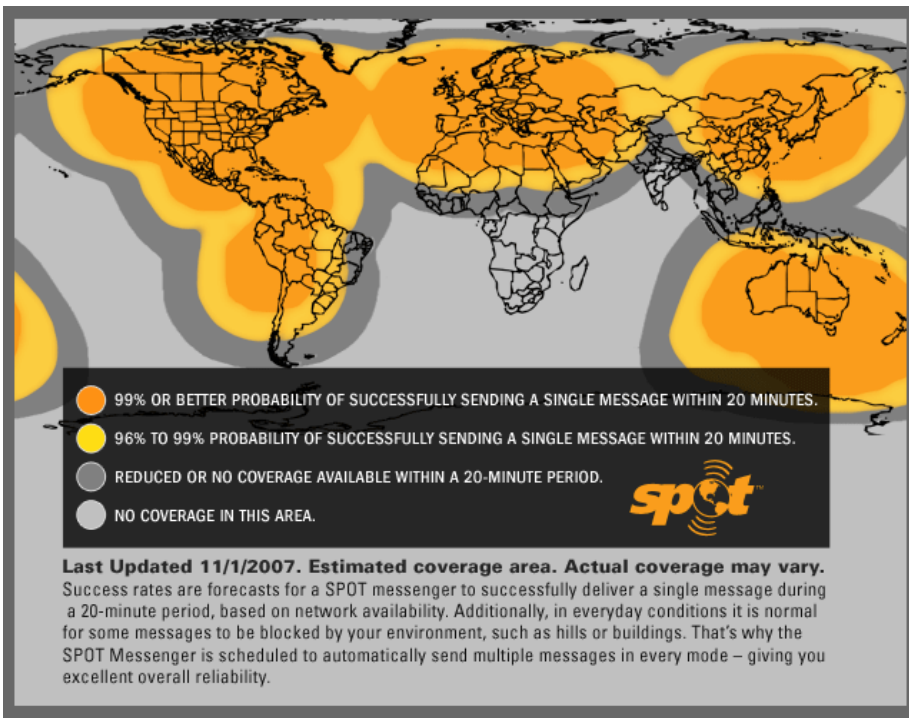
You can also use your SPOT to let friends or family members know where you are and that you are safe by pressing the "OK" button. It sends text messages and/or emails just like the help message. This can be used to let a spouse or other concerned person know you arrived safely at a back country airstrip and at each stop you make or can be used to "rub it in" when you are out playing and your friends are stuck at work.



The 'Tracking' feature is described on the next page.

It is easy to change the message sent out when the different buttons are pressed and who the message goes to from any internet connection. By choosing a different message profile you can change the contacts and message text with only a few mouse clicks. I make use of this to change the contacts depending on the type of trip I am going on. For example, I want different people notified if I need help when flying to the back country than I do when going skiing or hiking.

Another feature not available on PLBs that is optional on SPOT satellite messengers is tracking. For \$50 extra per year you can have tracking. With tracking you can put the SPOT in tracking mode and set it on the glare shield and it will automatically send out a position report every 10 minutes until you turn off the tracking mode. You can let someone back home access this tracking feature so they can see your progress as you fly across the country or you can use it once you get back home to see if you were where you thought you were. If you use the tracking feature like this even if you are incapacitated and unable to press a button, SAR would have a good idea of where to look for you if you were reported missing.



In addition to being able to request help from friends, check in with family and do tracking other advantages of the SPOT are that it weighs 3 ounces less than the smallest PLB and is a little smaller. It also has user replaceable batteries. A single set of AA lithium batteries will send out about 2000 messages. AA alkaline batteries can also be used in an emergency but do not have the same shelf life and can not send as many messages before being depleted.

I think that cost of PLB and the SPOT satellite messenger are very comparable. Even though SPOT has a lower initial purchase price at \$150 vs \$650 it makes up for it with a \$99 yearly subscription fee. At the 5th year mark both will have cost the same. You have to keep paying the SPOT satellite subscription fee but it is also recommended that you replace the batteries in the PLB after 5 years which probably costs close to \$200.

The biggest advantage of the PLB over SPOT is coverage area. PLBs have worldwide coverage. They even work in the middle of the ocean and at the poles. SPOT has limited coverage. As you can see from the coverage map

SPOT will not work in most of the ocean, in southern Africa or north western Alaska. The BLM in Anchorage has tested SPOT and found that it works well. In fact, they ordered quite a few units. I have not tested it in Alaska yet but would not count on it to save my life even while in parts of Alaska that are supposed to have good coverage. The problem is that the coverage map assumes you have a full unobstructed view of the sky. The SPOT satellites never get further north than 52 degrees latitude as they go around the earth. So if you are much farther north than about Calgary Canada you will need a view of the southern sky to use your SPOT satellite messenger. When North of 52 degrees latitude just sitting on the

north side of a big boulder would be enough to keep the SPOT from working. The farther north you go the lower in the southern sky you need to be able to see. In Anchorage the satellites never get above about 45 degrees from the horizon. This would not be a problem for someone on a boat with pretty wide open views of the sky but certainly could be on land.

Although I do not think a SPOT is the best choice for someone living in Alaska the very first life SPOT saved was in Alaska. Mike Brady collapsed in minus 30 degree temperatures while working in a remote outpost in the Wrangell St. Elias National Park. He summoned help by pressing the 911 button on his SPOT and a National Guard helicopter came and picked him up. You can see a video about it here. [<http://tinyurl.com/4lau96>]

My advice to people is that if they are only concerned about travel in the lower 48 that SPOT works great and will give more utility than a PLB. If traveling to Northern Canada, Alaska or anywhere else with limited SPOT coverage you may still want to use SPOT for checking in, tracking, requesting help from friends etc, but I would not travel there without a PLB too. In the recent case where a BCP member had a disabled aircraft in Utah but was not significantly injured he could have used a SPOT to get help from his friends before his wife and the BCP community even had a chance to worry about him. He also would have likely been able to avoid the media attention and been able to retrieve his airplane without notifying the FAA.

I hope you find this a valuable comparison. I would be glad to answer any questions you might have. I also want to let you know that I have recently set up a coupon code for all BCP members to use at www.PreparedPilot.com. During the checkout process if you enter "BCP" where it asks for a coupon code you will get a 10% discount off anything you order. That means a up \$65 discount on some items.

Here is a link to a Survivor Man Video about SPOT that has a lot of information. [<http://tinyurl.com/4lyqcg>]

Sincerely
Rob Hunter
Prepared Pilot, LLC
801-455-5271

FWF Condition Inspection with Northwest Aviation Maintenance

Benton Holzwarth

About 20 or 30 members attended our April meeting. Our chapter business was brief tonight. Walt identified our next meeting as being our annual visit to Van's Aircraft at the south end of the Aurora airport. He also appealed for more venues; the meeting coordinator's job is always difficult, trying to scare up places and projects to visit.

With that, Walt turned the floor over to our hosts for the evening, Dirk Wittig and Scott Resnick. Both were witty and made an interesting and fun evening. Dirk opened with some of his background: he started at Pearson Airport in 1991, and has been at this HIO location for 14 years.

The talk this evening was focused on Firewall Forward inspection. Our hosts provided copies of the check-list they work through in the course of their inspections.

Dirk starts with a run-up. He wants to know how the engine was running both *before* and after any engine work, mag-drop for



Dirk Wittig (left) and Scott Resnick were our hosts for the evening

example. Writing up every discrepancy is the only way to address each problem methodically.

The annual or condition inspection is done in three phases: open/close, inspect and service. Don't clean the engine before the inspection, since you're looking for the tell-tale leaks to inform you.

For the compression check on Lycoming engines, an 0.040" orifice is used. With air flowing into the spark-plug hole, he listens to where the air is leaking out as much as the absolute pressure numbers. Noise at the oil filler indicates leakage past the rings, at the exhaust or carb intake indicate the exhaust or intake valves.

He checks the lower plugs. If they're oily, that says something. If the uppers are also oily, that says even more! He also inspects the cowl closely for oil, and if you keep it clean any stain you find on it is a *new* stain. He also checks the cowl for other indications, like rub marks.

- Small cracks in the crankcase are OK unless they're leaking oil.
- White paint engine mounts reveal cracks most easily.
- Powder-coated engine mounts don't hide cracks; they've found cracks on them.

- Look for cracks near old welds.
- Check for any sign of oil on dry vacuum pumps. Oil will quickly ruin a dry pump.

Another test is to place fingers on the prop-shaft seal and rock the prop, checking for expelled oil, or for the seal rotating with the crank.

When it is time to clean the engine, he uses an air-

powered solvent cleaner. Brake cleaner works well for spot-cleaning.

At this point, Scott Resnick took over the presentation. He indicated his history was that he wanted to earn his IA, and knew by reputation that he wanted to work under Dirk.

The advantage a mechanic has over us is that they work on enough equipment to begin to know where to expect things to break. They build up their 'database' of knowledge. Relying on specialists at critical times is essential -- we need to know where planes break to know where to look at annual time.

The most dangerous thing is to not take off your pilot hat and put on your mechanic hat before you start work. Just as you needed to transition from builder to pilot at your first flight, you now need to transition from pilot to mechanic. The pilot pushes the throttle forward and assumes the RPMs will respond; the mechanic has to verify the correct RPMs are obtained. He needs to consciously switch gears.

Rules to live by: If you haven't seen the engine of a plane with its cowl off, maybe you shouldn't fly in it. Before buying a plane you should perform/hire a full inspection -- an annual. You can judge a plane by the number of new parts hanging on it. It costs to keep an airplane flying, if the owner isn't spending, it's decaying.

People keep trying to invent new fixes; just ask for help. Invite an A&P to check your work before your first flight.

Consider your labor effort. Before, you were spending all your time building, now you're flying. Make your mechanical task easier -- make your cowl easy to remove so you *will* remove it.

Good light is most important for a good inspection. Not bright day light, in fact on a bright day, they close the shop doors. They want directed light sources they can move around so use flashlights.

For a battery/starter test, he leaves the mixture in idle-cutoff, and cranks the engine over. It should crank strongly for 10 seconds.

You need to keep the three phases of work (open/close, inspect and service) separate. Do NOT start the inspec-

tion while you're removing the cowl.

- Never put tools in your back pocket or sooner or later (sooner in my case! Ed) you *will* sit down and poke a hole in something you didn't want to.
- Consider some parts of an engine high maintenance and some low maintenance. Rotating parts -- alternators, mags, vacuum pumps are in the first group. They're also the components damaged in any 'sudden stoppage.'

Break-in: The break-in is accomplished when oil consumption goes down. Verify lower plugs are dry. Do your break-in over an airport.

Batteries? Scott is a big fan of RG (recombinant gas) batteries. The most important thing is not that it will start the plane but that it will run the electrical instruments until you land when the alt kicks out. A load tester is a simple piece of gear, a string of 12V lamps. The object is to load the battery and observe the voltage. You should be able to pull a known amount of current for a known time before the battery voltage dips to a minimal level. [The chapter could buy or build a load tester for a couple bucks.]

- Have mags rebuilt by an expert. They are just too subtle to be done by novices.

Fuel injection issues? They're more complicated. Injectors should be cleaned every 100 hrs as needed. Each injector has an airfilter that also needs cleaning. It's an easy job.

Their favorite engine rebuild shop won't warranty any engine run with AeroShell 15/50 or 100+. Other oils, Exxon or Mobile are fine.

How do you check wiring? Give 'em a tug. Scott likes soldering as well as crimps.

He doesn't recommend oil analysis on engines rigged with oil filters. They catch too much of the metal to make analysis work.

New Members and Members in New Places

Richard Suffoletto writes –

I am a new member to chapter 105. Randy suggested I introduce myself for the newsletter. I have been an EAA member since 1992.

My wife and I relocated to Portland from Sacramento in late 2007. We live in the NW section of Portland.

I have a RV-7A I completed in Oct 2005. It is based at Hillsboro Airport, hangar B-9. I flew it to OSH for the first time last year and have made a couple of trips to TX to visit my kids. I am retired and spend a fair amount of time at Hillsboro airport so if anyone is in the area and you see my hangar door open, please stop by and say hello.

Jim Ashford introduces himself –

My aviation background is military-active duty Air Force followed by 25 years in the Air National Guard flying fighters the whole time. In retirement, I built a Zenith 601 HDS which first flew in 1999. I sold it and bought an RV7 Quick Build kit which first flew in 2005. I still have this plane which is hangared in my back yard at Independence Airpark.



Walt Foster, Jerry VanGrunsvan and Dick Guarnaro (with flashlight) check the cracked port in this head, at our May meeting..

Board Meeting Highlights

Your Chapter 105 Board

17 April 2008

Attending: Randy Lervold, Dick VanGrunsvan, Jim Mitchell, Ron Singh, Rion Bourgeois, Joe Miller, Len Kauffman, Benton Holzwarth, Mike McGee, Jenny and Rob Hickman, Dunstan Fandell and Tom Louris.

The meeting convened at 7:10 PM and the February meeting notes were approved as circulated.

- Hangar report: We have a new tenant in G-3, and a short-term renter (annual being performed) in G-1.

- Steve Rosenstock and Rion are still working on WiFi in the chapter hangars; they're working on sorting out the SW now. Also Rion contributed a PC to the project. Bob Stark is allowing us to piggyback on his net-access if we can sort out getting the signal down to row G.

- Bending Brake: The original 'nose' that we thought had gone missing was found. Stan has made another toe-piece (the brake was set up for bending RV h-stab skins rather than general work,) and it is now located in the Stark's main hangar. Chapter members may use it when the Stark's hangar is open, please be considerate of their work space.

- Norm Durell has created a large-size display piece from our chapter's original charter, now hanging in G-1. It's a walk down memory lane seeing some of the familiar names from nearly 50 years ago.

- Breakfast report: Len has the instructions for each station printed now and fixed in a plastic protector and hanging on a neck lanyard. Additional directions for various stations are printed and hung on the walls near the stations. Len was approved to spend additional money on some more plastic holders for the breakfast operation. (Hey, when we serve upwards of 2-300 pancake breakfasts at a whack, we *have* to be organized!)

- Mike McGee would like to find someone to act as a fall-back for his 'quartermaster' duty. He handles shopping for the supplies for the monthly breakfasts, but with his new job is concerned that he may occasionally need to be out of town in the weeks before the event and would like, on those occasions, to hand the duty over to a second. It would be only occasionally, and with the new refrigerators, there is more latitude in when the shopping is done, allowing a window of a week or ten days to accomplish the task.

Please contact Mike if you can assist.

- Events: EAA's B-17 visit: Dunstan reports the volunteer slots are about half filled now.

- Media attention is frustrating: the guy who got us the great TV coverage last year can't do it this year, and the guy who wanted to last year but was declined since we had 'exclusive TV' won't return Dunstan's calls. Oh well.

- He's looked into print advertising; a two-day ad in the Oregonian would cost \$1200 -- half of what we made last year. If weather turned sour for the weekend, with that out-of-pocket, we could easily wind up losing money, so will not advertise, except where we can get it gratis.

- Dunstan has made up a post card that Nat'l will mail out the our previous flight-customers. Action Item: Benton committed to mailing Dunstan's flyer to the airports within 25-30 miles for posting on their b-boards.

- He is stepping up the organization of the volunteers, trying to head off some of the problems he's observed over the last couple years. One point, being able to identify who the volunteers are, the second being specific instructions as to what is needed at each station. He'll address those points with 'staff' t-shirts and printed instructions for each station.

- Young Eagles: Ron and Randy will coordinate a broadcast to our chapter members advising everyone of the YE schedule for the season. He also has a list of e-addr for the ongoing pilots that he alerts to the upcoming events. [Let Ron know if you'd like to be added to that list.] Following the May pancake breakfast, he'll hold a season kick-off meeting, to brief past and new pilots on the procedures. He notes there are only minimal changes from last year.

- The Pearson event is our largest YE event, by far, because the museum advertises for their 'Open Cockpit Day'. In all, Ron has planned six YE events for the year, some in connection with major events, like the B-17 visit and others following our Twin Oaks breakfast events.

- A new perk for YE pilots -- especially-embroidered chapter-logo hats for all YE pilots.

- Builder Motivation Day: In years past, the RV Homewing organized an annual Builder Motivation Day, when folks with kits in progress and serious on-the-fencers could be paired with flying pilots for a ride. We've kicked around the idea of restarting the event as a chapter 105 event, and Randy has agreed to do the leg-work matching up builders

with flyers. Since it would work out most convenient for everyone to hold the event following a chapter breakfast, we're angling for the June pancake fest. Rion will chase down insurance coverage with Nat'l. [Late breaking news: The administrative requirements (the reporting burden on the prospective pilots, in particular) for insurance coverage are more onerous than for YE events. BMD is a no-go, due to liability and the effort to cover the chapter, sorry.]

- Northwest RV Fly-In: Fly-In boss Joe Blank didn't attend the board meeting, but some status was given: Joe has most of the area chiefs lined up. [Please volunteer to assist for a few hours in any area that appeals to you. It's all fun!]

- Chapter 902 will cover the BBQ (or whatever they plan) operation. Our deal is that they keep the entire take from commestibles, and we are delighted to let them! We (both chapters) get to host a splendid event, and will cover our costs and make a little with t-shirt sales.

- Tool Crib: No news, other than Mike's note above on availability and his being out of town from time to time. You're best to catch him on weekends.

- The new tire balancer is ready to go. Randy has printed up instructions for how to use it, and the weights are ready to go. Jim Miller asks, "If the compressor is in G-3, and that's locked up for the security of our long-term occupants, how are we to get air fed through to the taps in G-1." Good question. As we come into the 'busy' season, an answer would seem to be to just leave the compressor switched on for now. We'll try to come up with a better, long term, answer over the summer.

- Chapter Website: Randy has done a revamp of the site, and -- big change -- has purchased and implemented a forum SW package, which is up and running now. The goal is to be a *local* source of help for builders. Yeah, there are other builder forums, but the goal of this one is to put builders together with folks who are available for a visit on a moment's notice to eye-ball a part or assembly. Also, Randy is adamant that posting photos with minimal effort is a big win so that is also available. RobH notes that foreigners were quick to move in on his (Advanced Flight Systems') forum-site posting porn so we're on the lookout for that. [If you see anything 'inappropriate' on our forum, please let any of the moderators know, ASAP. He also notes that the forum-sw allows for posting rules that make it more difficult for 'disinterested parties' to compromise the site.]

- Treasurer's Report: We're fine.

- Bogardus Trust: Brent Anderson proposed more active involvement of the trust members in the investment of the trust. He and Randy have been studying the current economic situation and are recommending the trust adjust investments and move funds to new investment houses that cover alternative and diversified financial areas, off-shore.

- As Secretary of the Bogardus Trust, Rion made his annual report to the chapter board on the trust's financial condition.

- The 105 board agreed to make a one-time payment of \$2500 to the Bogardus Trust, retiring one-half of the remaining balance of the multi-year loan we requested of the trust.

- Chapter Hangars: Dead bugs, garbage and cobwebs! The board had high hopes that the new (as of a year ago) hangars would find regular and irregular use, but we find that the members don't seem to know they're there. The Challenge: Find more ways to use our resource! We have two full t-hangars stocked with tools. Ideally, any member can come in and use the G-1 space at any time. Security issues put some limitations on that and we're trying to find the right balance.

- Ron suggests more chapter events to use the space.

- Dick reminds us of the mini-seminar series and suggests that anyone with a 'special interest' area is welcome to put on a show.

- Can we do more for the YE set? Perhaps as a venue, post YE flight? Paper airplanes and kites?

- Movie events? Ron notes the current computer-projector wimped out when we tried to use it at last summer's ramp-movie at the Poker-Run evening, and suggests we invest in another before planning any projected events this season. [RobH suggests AFS has one that is underutilized and might be available for our use.]

- So...[Action item: to the board (and everyone else) find ways to make greater use of the Chapter Hangar.]

- Rion suggests that when Steve and he have sorted out the WiFi connection issues Randy should organize a show-n-tell forum tutorial, using the new internet connection in G-1.

- JimM suggests a fly-mart as an event.

The board meeting wound down and was adjourned at 8:20.

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

RV6A For Sale — \$75,000 TT 29 hrs, Lyc O-360-A1A 180 HP + bal'd C/S Prop, Vetterman Exhaust, 4 EGT & CHT probes, EI Smart Eng. Analyzer, Cal'd Fuel Level Gages, Fuel Flow. RV7 engine cowl (7lbs lighter) & wheel fairings, Sliding Canopy. DJ Launtsen NASA foam seats, Garmin SL40 Com, SL70 xpdr, GPS295 in panel. PS3000 intercom, ALT Encoder Rocky Mt & ALT, AS, VSI, OAT, Den Alt. AoA, NavAid A/P & GPS Interface. G meter. Schematics, All wires labeled. Sterling 2 Pt, High Gloss paint. Bob Haan 503-366-8016 [08/08]



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. 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]

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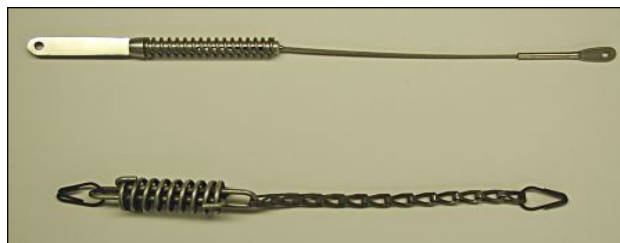
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2006-07 Feature Article Index

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.

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

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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

September '07

- Rion Bourgeois + Ron Singh / Oregon International Airshow Report
- Tom Sampson / TnT: RV Cowl Louvers
- Joe Miller / Breakfast Duties

- Randy Lervold / First Flight, Second Time.
- Dick Guarnero / Parkside Paradise

October '07

- Benton Holzwarth / Aden Rich's Team Rocket F1 EVO
- Benton Holzwarth / Poker Run *Plus*

November '07

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

December '07

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

January '08

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

February '08

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- 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

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

April '08

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- Randy Lervold / Breakfast Legends
- Ron Singh / Young Eagles Season
- Benton Holzwarth / Tom Hart's RV-7A Project
- Randy Lervold / Connecting Members with members



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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
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City/St/Zip: _____

Nat'l EAA #: _____

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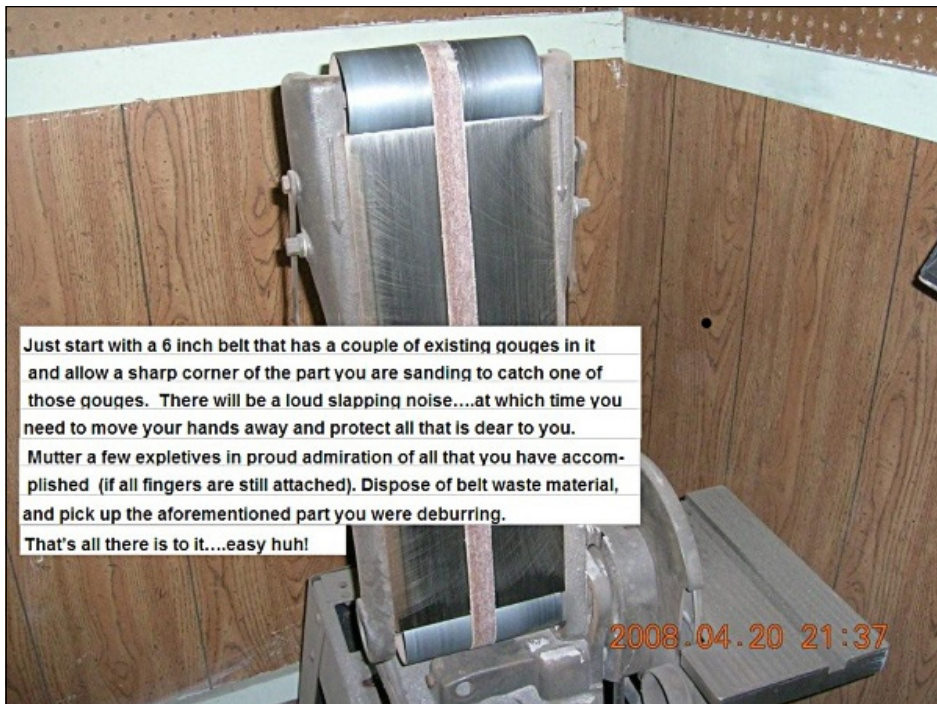
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Just start with a 6 inch belt that has a couple of existing gouges in it and allow a sharp corner of the part you are sanding to catch one of those gouges. There will be a loud slapping noise....at which time you need to move your hands away and protect all that is dear to you. Mutter a few expletives in proud admiration of all that you have accomplished (if all fingers are still attached). Dispose of belt waste material, and pick up the aforementioned part you were deburring. That's all there is to it....easy huh!

2008.04.20 21:37

How to make one of those spiffy 1-inch wide belt sanders...

Next General Meeting

VAF — Home Wing / Chapter 105

- Thursday May 8th, 2008 @ 7:00 PM
- Our Annual Visit to Van's Aircraft
- South End of the Aurora Airport
- Map on pg. 4

Next Board of Directors Meeting

- Thursday May 15th, 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.

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

First Class Mail

To:

