

EAA 105

PORTLAND OREGON



June 2008

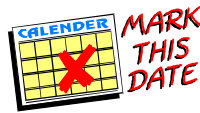


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Next Meetings

- **Jun 12th** 6:00 PM; BBQ @ 6:30
— Map on page 4.
- **May 19th** Chapter Board Meeting, 7:00 PM—
Location TBD (Call a board member.)
- **May 21st** Newsletter Deadline—NL article con-
tributions and ads are welcome at anytime, but may
be held up if received after the deadline.



On the Cover

Steve Payne readies for launch with a soon-to-be Young Eagle in the back of his RV-8. The plane's been flying for just over a year. Photo via Ron Singh.

Steve and the other pilots flew 36 kids over the weekend of EAA's B-17 visit to Hillsboro. More details of the YE event are on page 3.

Breakfast KP Duty

Saturday, June 7th, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Keith Gover	Bill Inman
John Jessen	Gary McGaughey
John Mates	Everett Mellish
Edwin Miller	Ted Millar
Van Patton	John Polos
Bruce Porter	Charles Rice
Scott Price	Leejay Robles
Bruce Radke	Steve Rosenstock
Johnny Pruett	Sue Nixon
Chris Stone	Laird Smith

Saturday, July 5th, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Jeff Jasinsky	Kevin Lane
Andy Rux	Bob Patterson
Tom Sampson	Tim Porter
Daryl Sahnov	Randy Reinhofer
Dave Salesky	Robert Strickland
David Sellers	Richard Suffoletto
Ron Singh	Bruce Swayze
Terry Smith	Michael Terrell
Al Strickfaden	Jake Thiessen
Bob Brown	Roy Thoma

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

Crossing the Border?

As of March 2009, you're required to show an English proficiency/endorsement on your pilot's certificate. The cost is \$2 and you can order here: tinyurl.com/37efgx. Or if you're also having your cert number changed from your SSN, it's free.

Also remember **Randall Henderson's helpful Canadian Border Crossing Checklist** under the 'Useful Info' section of the chapter website, www.eaa105.org.

English Proficiency DEADLINE EXTENDED UNTIL MARCH 2009

Effective March 5, 2008, the International Civil Aviation Organization (ICAO) requires the following certificate holders who operate internationally to have a certificate stating that the holder is proficient in the use of the English language:

- Private, commercial, and airline transport pilots with powered aircraft ratings
- Flight engineers and flight navigators
- Control tower operators

The ability to read, speak, write, and understand English is already a U.S. regulatory eligibility requirement; the FAA Registry began issuing all new certificates with this endorsement on February 11, 2008. The U.S. has notified ICAO that it filed a difference that will extend the U.S. compliance date until March 5, 2009, in order to provide sufficient time for all affected U.S. airman certificate holders to comply with the ICAO Language Proficiency airman certificate endorsement requirements.

Certificates that are ordered as regular replacement certificates will include the endorsement. You can order a replacement certificate on-line. You will be asked to register with Online Services if you don't already have an on-line account. Note that there is a \$2 fee for replacement airmen certificates.

Airmen who request temporary authority or verification of their airman certificate will not have the English proficiency endorsement until the replacement certificate has been requested and the \$2 fee paid. If you have questions, you may contact the Airmen Certification Branch toll-free at 1-866-878-2498.

Loose Bits



NW RV Fly-In — June 14th

Joe Blank

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. Opportunities abound for anyone willing to help with Grounds Set Up/Take Down/Cleanup, Auto Parking, Aircraft Parking, and T-Shirt Sales. Other choices 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
jeblank 'at' molalla.net



Jim Hoak sent along his pictures of the day's flying. Those look like some seriously happy kids.

Young Eagles at the EAA B-17 HIO Visit



Ron Singh

Michelle and I just wanted to say thanks again to the pilots and helpers for being there and flying Young Eagles this weekend!

We flew 24 Young Eagles on Saturday and 12 on Sunday for a total of 36.

Steve Payne flew the most Young Eagles during this event and wins a flight in the B-17 from Hillsboro to Seattle tomorrow. Congratulations Steve and enjoy the flight!

The stats follow:

Rion Bourgeois (N724RB)	4
James Jula (N7499C)	4
James M. Hoak (N20WM)	6
Jon Fridemann (N544AA)	1 (RV-6)
Jon Friedemann (N131B2)	4 (Bucker Jungmann)
Stan VanGrunsven (N164VG)	2
Steve Payne (N526KP)	10
Tom Hart (N10107)	5
Total Eagles:	36



Meeting Coordinator:

Walt Foster

rvaitor1@yahoo.com

503-690-3488



Program: Planes and Projects at Parkside

Location: Parkside Airpark (WA87)

Date/Time: Thurs, June 12th @ 6:00 PM

The June 08 meeting will be at Parkside Airpark near Battleground, WA. The hub of our gathering will be at the park at the East end of the runway. There are picnic tables and a fire pit for later in the evening. There is a new RV-3 and two RV-10's started, and an RV-8 nearing completion. The Widgeon (big, twin flying boat) ground-up restoration now has wings and engines mounted, and is quite a sight to see. The all-wood 1968 Fournier RF4D motor glider restoration has a new 1600cc VW conversion being fitted. There'll be a BBQ and refreshments, so be sure to bring your appetite!

Driving Directions

Going North on I-205: Take Battleground, Orchards of framp. Follow S.R. 503 (117th ave) approximately 2 miles north of Battleground, 0.5 miles past Lewisville Park bridge, turn left (west) on 269th st. and left again right after the cemetery. Follow the road past the runway,



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.

then turn right onto 266th St. The park is on the right. Try to car-pool if you can. Going North on I-5: Take the Battleground off-ramp at 179th st., follow n.e. 107th ave. north for 2 miles, turn right at Duluth (4-way stop). Take 502 approx. 5 miles going east to Battleground. Turn left at S.R. 503. Go north approx. 2 miles. 0.5 miles past Lewisville Park bridge, then same as above.

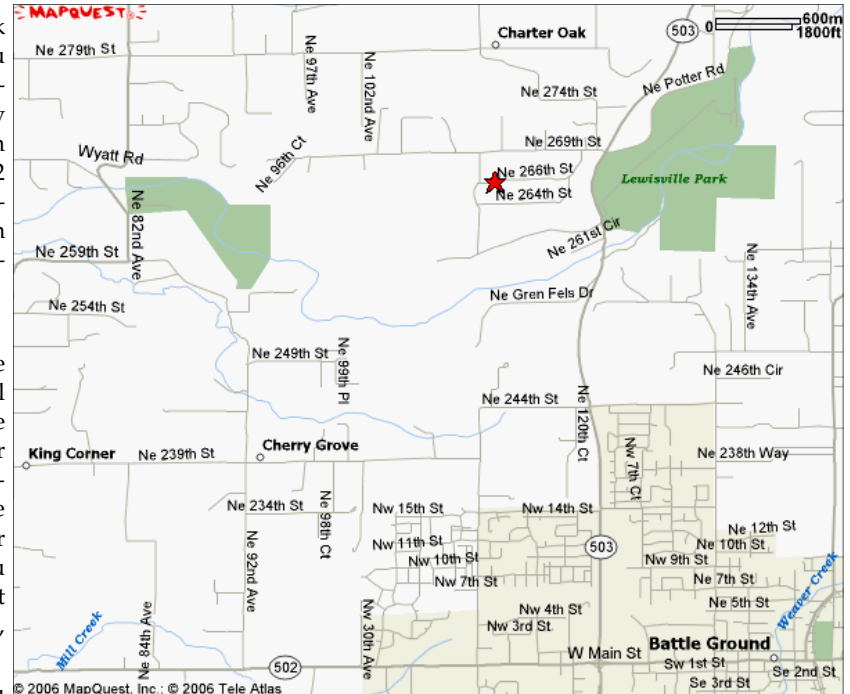
NOTAM (Fly-Ins PLEASE READ!)

Parkside is a "nonstandard", private airport so we need to be extra careful for safety's sake and to keep the neighbors happy. If you've never flown into a field like this, it's definitely NOT a good first time. If you are OK going into Woodland, Vernonia, or Pacific City in windy conditions, you should be fine. Please use your best judgment. If in doubt, bring your CFI, or drive.

Airport is 250' elev. 2000' strip, paved with grass strip on the north side of paved strip. Runway is not numbered, so we call it "...to the West" and "...to the east." Pattern is always on the south side. Goheen airport is a couple of miles to the west, so try not to cross their runway centerline as you turn base if landing to the east. Avoid flying over houses to the North.

There are trees at both ends, but they are less of a factor landing to the east. Landing to the east is generally the preferred approach, even in a slight tailwind. Landing to the west should only be done if there is a strong west wind (which very often happens in the afternoon), and requires a very low approach over the trees. Watch for turbulence on short final, use short-field technique and minimum approach speed. If you're not down in the first third, go around.

Frequency is 122.9; we'll have someone on a handheld radio for traffic advisories. Park next to the park on the East end of the field. No lights, so it is preferred to depart before dark. Sunset is around 9:00, so plan accordingly. All departures are to the west. For FAA airport data go to www.airnav.com/airport/WA87.



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

Future Meetings

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!

SAFETY THOUGHTS

Heads UP

Len Kauffman



We had a great May fly-in breakfast. Good weather, lots of planes and around 300 folks served. Just the kind of breakfast we like. Almost. Two situations occurred that could have ruined the day, big time.

First, a small bi-plane came in high and hot on runway 02. So high and hot that it was not solidly on its gear until after passing the last taxiway to the parking ramp. That left precious little of the 2,465 foot runway for stopping. Witnesses said the pilot slammed on the brakes and stopped just short of the bushes.

The second incident involved a Grumman Lynx and VW powered single-seat Volksplane. The Grumman pilot completed his run-up, broadcast his departure and began the takeoff roll on 20. When cresting the runway he saw the Volksplane touching down on 02. He chopped the power, stomped on the brakes and cleared the runway to the east as the landing plane turned off to the west side. Witnesses were alerted when they heard the pilot cut the power. There were estimates that the planes came within less than a wingspan to 100 feet of each other. No transmissions were heard from the landing plane and it's assumed it had none.

Fortunately neither situation resulted in an accident. But the potential existed for bent planes, injuries and more bad news for general aviation. These close calls should motivate each of us examine our own arrival and departure procedures at Twin Oaks...and other airports.

In the case of the bi-plane, why didn't he go around? We all misjudge runways, airspeed and descent angles at times. And that's okay as long as we recognize the problem and do something about it. Here, the ONLY appropriate response would have been to go around and come

in lower and slower on the next try. We must not remain committed to a landing (or any operation) while discarding information suggesting otherwise. We cannot consider the go-around as a maneuver for lesser pilots. My guess is the lesser pilot is one who goes off the runway.

Airport owner, Bob Stark, states that anyone who doesn't go-around if not down within the first 1/3rd of the runway can expect a good "ass chewing". At Twin Oaks that's the first 820 feet - nearly three football fields. That's a pretty big touchdown target for our small airplanes. Face-to-face counseling from Bob would be quite appropriate in a case like this - but there is certainly more at stake here.

The Grumman pilots said it was a very busy day... airplanes were everywhere. He saw one plane landing south that caused another aircraft landing north to go around. He checked final for 02 before his departure and saw no traffic. When he did see the landing Volksplane he made a spit-second decision to abort the takeoff. What if he had been a few knots faster? Could he have aborted safely? Could he have lifted off before a collision? Would he have made the right decision? Would we?

Aircraft landing on 02 can and do easily get lost in the hilly background, especially when there is little movement with reference to fixed points on the hill. Turning on landing lights will help. Flashing landing lights are even better. I'm sure we've all seen how well those wig-wag flashers stand out -- miles away. If you got 'em, use 'em.

Always use standard patterns and make standard radio calls. Don't make straight-in landings or wide patterns with distant base and long final where you'll be hard to see. While in the pattern for 02 check the run-up area for 20. If there's a plane waiting, keep an eye on it. You'll want to know early if he/she decides to takeoff. And look for landing traffic on 20. Listen carefully for posi-

tion reports of other aircraft.

When ready to go on 20 carefully scan downwind, base and final for normal and wide traffic to 02 (don't forget to check final for 20). Remember there is a point where short final traffic on 02 can't be seen from the 20 run-up area. Don't just pull out and go. Allow some time for a plane below your line-of-sight to land and pull off before beginning the takeoff roll. Like our Grumman friend, we'll want to check the 02 landing area as soon as it becomes visible.

One final thought. Remember that some aircraft do not have radios. Eyes are our best safety equipment.

While there is nothing new here, these close calls remind us that we can never let our guard down.



A couple more random planes from the May breakfast fly-in.

Trip Report: Home Boys to Chino

Randy Lervold

Having first flown my new RV-3B last August I was too late in the season to make any of the traditional fly-in events. By the time I finished my Phase 1 testing and addressed the inevitable tweaks, such as relocating the battery, it was fall. Anxious to get back into formation flying I did manage to get the rust knocked off flying with the local formation home boys before winter set in however. Joe Blank and I even tried to make a formation clinic being put on by the SoCal formation crew in Chino in early December but were weathered-out, ironically by the SoCal weather and not ours. So for 2008 the plane was ready to go and I was back in the flying groove again -- good to be back!

Although I've attended two formation flying clinics (was the co-organizer of one) I never did get a chance to get my FFI Wingman card due to selling my RV-8 right around the time the other local guys got theirs (Mike Wilson, Randall Henderson, Pete Forsyth, and last year Joe Blank). I kept my head into formation flying though by doing training flights with the local new guys while I built my RV-3. This spring we did manage to get a reasonable amount of practice in and I started thinking about getting my FFI card. As 2008 season plans started getting announced Joe Blank and I made plans to attend both the Chino "Planes of Fame Airshow" where we were invited to fly with the SoCal crew each day, and also join them as the "Golden West RV Formation Team" at the Golden West fly-in in early June.

For the Chino performance I didn't need an FFI card since it was not scheduled to take place during the FAA waived airspace time, but for Golden West I would since we were on the schedule as an official part of the airshow. Dan "Sharpie" Checkoway, the west coast FFI Check Pilot and totally together formation driver, very graciously agreed to help with practice flights, the required recommendation flight, and then if qualified and recommended, the checkride flight.

Cool, I'm on it. Joe agreed to go down a day early with me for these extra flights and plans were set. Having participated in the world record 35-ship RV formation at AirVenture last year Joe has developed an affinity for larger formation work, so it didn't take much convincing to get him interested in Chino and Golden West.

Joe and I pre-briefed an air rendezvous over his home airport and we launched for our destination of Rosamond, CA (L00) Thursday at noon. Good weather was forecast for the entire week-



About halfway to our planned fuel stop Joe says "hey, wanna try and make it nonstop?". Hmm, I started checking my GPS and fuel computer and sure enough, it looked possible. Joe's RV-6 has 36 gallon fuel capacity but my RV-3 only has 29.4. By running LOP I was indicating nearly a full gph less than he was though... 5.2 gph and 180 mph TAS versus Joe's 6.2 gph at the same speed. We had an alternate in case we hit headwinds or miscalculated so we went for it and made it. When we filled up I took 25 gallons leaving 4.5 reserve, right at the edge of my limit. I guess the RV-3's small slippery airframe combined with my balanced fuel injectors and electronic ignition were paying off in extending my range. My EFIS even has a real time mpg mode and I indicated over 30 mpg almost the whole way there.

The reason for our initial destination of Rosamond Airpark (L00) is that we were invited to spend that first night with Paul and Victoria Rosales who have built a spectacular new house and hanger complete with 3 story observation tower. Fantastic place! Friday morning we were up early, much to Joe's chagrin, for the hop to APV

end so no scud-running for us. Anxious to test the legs of my RV-3 we donned the O2 and headed for 13,500' after looking at the winds aloft forecast on Weathermeister.com (a must have!).

We enjoyed a modest tailwind and were running lean-of-peak (LOP) seeing some better than expected numbers.



"Debris" (Scott Farner)". This place is the ultimate mancave, a place any of you male readers would instantly feel right at home: all needed aircraft tools, bathroom, fully stocked refer (good selection of beers too!), grill with food in the fridge, several well-used couches mounted on wheels for instant reconfiguration, full audio/video entertainment including big-screen tv, a swamp cooler for those hot days, and best of all... DSL-based wifi!. Typical of the atmosphere there, the SSID for the network is "Virus for your computer", perfect!

After two practice flights on Friday Sharpie felt I was ready for a checkride so Saturday we were on site for a 7:30 am brief (sorry Joe), this time with Sharpie flying the #5 floater spot so he could watch the whole flight as Check Pilot, and Debris in the flight in his spot. The FFI checkride includes a lead change, pitchouts and rejoins for the candidate (me) from both #2 and #4 spots, and a section (2-ship) formation landing. Sharpie is a stickler for tight flying and strict adherence to

FFI standards so every day I took his feedback and worked on every aspect of the flight literally from from startup to shutdown. I could feel things improving but there's always something to keep working on so we scheduled an extension of the checkride for Sunday morning to polish those last details. The good news is during the debrief of the Sunday morning flight Sharpie announced he felt I'd met all the criteria on the evaluation form and he passed me for my Wingman card. Cool!

On Saturday and Sunday after our checkride flights we were invited to fly

with the crew in the Planes of Fame Airshow. After our brief we departed in three flights of three, then did six passes of a 9-ship formation, with reconfiguration for each pass, each day. Folks on the ground told us it looked pretty good. The SoCal crew is great bunch of guys and it was a treat to fly with them. I was most impressed with the overall flying skills of the group, these guys are hot.

Following the last airshow pass on Sunday "Charlie flight" (the 3rd 3-ship element which included Joe and me) took separation and departed the area. Dropping off



Charlie Lead (Gary Sobek) over Cable Airport Joe led us out of the SoCal airspace while I did the waypoint and fuel stop planning. With a fuel stop and lunch in Auburn we then flew the last leg home at 10,500' as that's where the optimum winds were with again no weather issues, just cruising along listening to XM music and comparing numbers with my wingman occasionally. All told I put 16.3 on the Hobbs, got my FFI card, improved my formation flying skills, had the opportunity to participate in some great formation airshow work, and flew a most enjoyable cross country trip with my pal Joe Blank -- I don't think it gets any better!

...Randy

for the first practice flight at 8:00 am. Dan and Gary Sobek met us there where we made two flights with lunch in between. On the second hop we flew down to Chino and thoroughly debriefed the flight there.

The Chino RV gang's HQ seems to be Dan "Sharpie" Checkoway's hangar whom he shares with



An Evening at... VAN'S AIRCRAFT

Benton Holzwarth

Our May program was our annual visit to meet the people that bring us Van's Aircraft kits, and look over the factory. This year about 70-75 people attended; this is always one of the most popular stops of the year.

The employees that were attending were introduced to help us put faces to the names. Van's Aircraft employs 70 people now.

We had a handful of guests for the evening, including one who was in town to see the factory before returning to Edmondton, Alberta. For milestones, Roy Thoma

announced he's been flying his ZenAir for 5 years now and logged 955 hrs, and Denny Furman made the first flight of his RV-6A.





Ken Howe sent in a few of his photos from the May pancake breakfast fly-in. The RV-12 was the center of attraction. All day there was a crowd of people surrounding it, with Dick patiently explaining all it's features. Dick explains a few of the cockpit details to Dave Salesky.

Something old, something new. The Twin Oaks cub reflected in the canopy of the Van's Aircraft RV-12. Harmon Rocket II, built by Dean Berry and raced at Reno in the Sport Class. Now registered to Michael Carver in Hillsboro.

Dick, pointing out the spinner mounted pitot tube. Roger Hoffman, from Eugene, departing in his Murphy Rebel.



FLY-IN SAT. JUNE 7, 2008
LAKE CHELAN AIRPORT
PANCAKE BREAKFAST 8:00 AM- 11:00
LUNCH START 11:00



Addison Pemberton plans to fly his newly restored
1925 era Boeing 40C
designed to carry mail and passengers, the Boeing
40C is the only flying version in the world.
www.PembertonAndSons.com

The fly-in display will include
Miss Veedol, Golden age, classic and new airplanes
New pilot frequency 122.95
Info: 509-682-4109 www.lakeaero.biz

Board Meeting Highlights

Your Chapter 105 Board

With no pressing business, the board agreed shortly before the usual date to skip this month's meeting. (This is another reason it's always good to touch bases with a board member if you'd like to attend.)

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

Selling Half-Share 2006 Vans RV 9a day/night VFR -- \$40,000. I am rapidly building an RV7 with another partner, and will not need 2 aircraft when completed. Featured in Vans 2008 calendar (April). 230 Total time on airframe, 230 Total time on new AerosportPower 0-320 D1A, Catto 3 blade prop, electric flaps, 1850 gross, 1128 empty. Equipment List: Dual Dynon large screen EFIS and EMS, Icom 200A com, Garmin 320a tpx w/ alt, PS Eng'g stereo intercom w/ IPOD plug in, AvMap EKPIV gps, CreativeAir nav/strobe/landing/wig-wag lights, Ameri-King ak-450 elt, 4-pt Hooker seat belts, Mountain High Oxygen, and more. Located at Twin Oaks (7s3). Will be at the RV Yearly Fly-In at Scappoose on June 14th. Contact Tom Sampson for pictures: thomas.e.sampson@comcast.net or 877-723-2828 [09/08]

For Sale — Sensenich fixed pitch metal propeller, 72FM859-1-85, with 2 1/4" spacer, and spinner, presently flying on RV-9A / O-360C2A. Total 290 hrs since new 2004. Perfect condition. Replacing with c/s prop. \$1250. Ken Melvin Olinger Airpark (OR81), Hillsboro. 503-693-3645 [09/08]

RV-4 for sale -- to the first person to show up with \$45,000, 50 ounces of gold in any coin form or will accept any reasonable offer. 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,



One more shot from May's chapter visit to Van's Aircraft.

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 [09/08]

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-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]



Open for Business

— — — Hillsboro Flying Club — — — DE

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

Practical Flight Training — Improve your pilot skills; enhance your situational awareness by getting your IFR rating!. Accelerated, comprehensive instrument training in the Portland, OR, area. Gain aeronautical experience in actual IFR conditions and mountainous terrain; learn how to identify and avoid icing conditions, winter-mountain survival awareness, density altitude performance concerns and squirrely winds. Competitive rates; we specialize in teaching you the nuts & bolts of practical, safe flying! www.gorgewindsinc.com; call Dr. Delcy Palk, Chief Flight Inst. 503-329-7380 or 503-665-2823

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 —



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

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 you find a complete index to the previous year's articles. —Ed.

June '07

- Ron Singh / Chapter Young Eagle Event Record Set
- Len Kauffman / Can You Hear Me Now?
- Benton Holzwarth + Bill Anderson / Our Annual Visit to Vans Aircraft

July '07

- Rion Bourgeois / Bogardus Awards Presented to Young Eagle Pilots
- Ken Howe / The B-17 'Aluminum Overcast' at Hillsboro
- Benton Holzwarth + Jim Hoak / Vernonia
- Joe Blank + Benton Holzwarth / The 16th Annual Northwest RV Fly-In

August '07

- Benton Holzwarth / Chapter 105: Bringing home the Hardware
- Randy Lervold / 105 Newsletter Wins 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

- 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

April '08

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

May '08

- Joe Blank / NW RV Fly-In Planning
- Len Kauffman / Fly-In Pancake Breakfast Volunteers
- Randy Lervold / Get Balanced!
- Rob Hunter / SPOT vs. Personal Locator Beacons
- Benton Holzwarth / FWF Condition Inspection with Northwest Aviation Maintenance



And another departs following May's pancake breakfast fly-in.

Order Your Chapter Name Tag!



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- 1" x 3" custom printed nametag
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- Tags will be mailed to the member

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Name: _____

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"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: _____



The F-22 production line. Via Dave Schwartz.

Next General Meeting

VAF — Home Wing / Chapter 105

- Thursday June 12th, 2008 @ 6:00 PM
- Planes and Projects at Parkside
- Map on page 4

Next Board of Directors Meeting

- Thursday June 19th, 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. (Double-check the location!)
- Meetings are open to all members.

EAA Chapter 105

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First Class Mail

To:

EAA 105
PORTLAND OREGON

Volume 48 / Number 6 / June 2008