



EAA 105

PORTLAND AIR SHOW



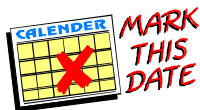
July 2008

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Next Meetings

- **July**— No meeting; see 'ya at Arlington!
- **July**— No meeting!
- **July 18th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held to the next issue if received after deadline.



On the Cover

Jeff Baxter contributed his photos and impressions of his ride on EAA's B-17 on its repositioning flight up to Seattle's Boeing Field. See the write up, starting on page 3.

Breakfast KP Duty

Saturday, July 5th, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Neil Arney	Kevin Lane
Andy Rux	Everett Mellish
Tom Sampson	Bob Patterson
Daryl Sahnov	Randy Reinhofer
Al Strickfaden	Dave Salesky
Robert Toppel	Bruce Swayze
Jerry VanGrunsven	Jake Thiessen
Stan VanGrunsven	Art Waldal
David Woboril	Don Wentz
Kerry Stevens	Carl Weston

Saturday, August 2nd, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Bruce Porter	Tim Porter
Ron Singh	Mike Terrell
Al Stouder	Ron VanBladeren
Roy Thoma	Kim Vermilya
Sandra Bes	Ken Warner
Richard Vanderford	John Warren
Robin Wessel	Brent Anderson
Mike "Easy" Wilson	David Attack
Dale Wotring	Henry Bartle
Jim Ashford	Bob Brown

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

Loose Bits

Note: No July Chapter Meeting

Hillsboro Air Show Volunteers Needed! August 8—10



John Polos is looking for EAA members to volunteer at our booth at the air show. Dates are Aug. 8 – 10. Volunteers get a free pass and parking. Since you will only be working a 3 – 4 hour shift, you get to see the show.

We will have our 8 foot aircraft carrier at the booth. Kids (and adults) will get to practice carrier landings. Also, our booth is in with the rest of the booths on the midway. Last year we were way out on the flight line. We should have very good attendance at our booth. **Please contact John at johnapolos@yahoo.com or 360-687-3772, or sign up at the breakfasts.** Thanks! PS: Any ideas of what we could pass out at the booth; like inexpensive plastic wings, or?



Just another attendee at this year's NW RV Fly-In

18 May 2008

Life and death

Jeff Baxter



As I reached behind me for the green shoulder strap I realized that this was going to be a bitter sweet ride. I looked at myself, a 'cubical warrior', all of 26 years old, trying to feel comfortable sitting in the place of a true fighter - the waist gunner on a B-17. Don't get me wrong though. Being called on short notice to travel with the EAA's B-17 Aluminum Overcast was thrilling to the core of my aviation enthusiasm. Early in the morning I met my brother at the airport with matching ear-to-ear grins as we were asked to prepare the engines by pulling the propellers through three rotations. Straining against the reluctance of the resting engine, we slowly pushed one blade through at a time. After nine blades, and a bead of sweat or two, we had shown the engine that it would have to come to life and run at least one more day. Nothing like this had ever happened for my brother and I. We never did such work with greater excitement and anticipation. This was truly a great day. The time came for me to enter the belly of this behemoth airplane and leave my brother behind. He reminded me that he wanted a full report when I re-



turned.

"Please, do not touch" had always been synonymous with 'interesting airplane' until that morning. I had seen hundreds of airplanes on display and would strain to get even the most meager mental view of the moment the now frozen bird had shaken to life and ascended into the sky. No where to be found was the yellow rope cordoning off this airplane. No one blurted "hands off, please!" when I took hold of the door frame and pulled my self in. That's when I entered a new world. This bomber was truly alive. It was moving. Control cables swished back and forth over my head, and then a violent shake alerted me to the fact that the first engine had yielded to our efforts to sustain its life. Belching smoke and snorting fire it eventually smoothed out as the next kicked to life.

Suddenly, I could envision a 20-something of an earlier generation to whom the airplane was all-too alive. He was sitting how I was sitting, nervous, anxious, anticipating life. He would have seen the same gentle sway in the machine gun belt as I saw when we taxied to the runway. It would have not been lost on him that this could be the last gentle thing he would see. It would have taken guts to be a waist gunner on a B-17. I felt the silent, urgent prayers of the gunner struggle to leave the cacophony of this tube of impending death. He would have to sit and wait for hours for any sense of relief. The pilot revved the engines in preparation for takeoff, and I felt my experience shift to the present era. My spirits soared with the rising din of the engines, while his would have sunk. I felt the exultant rush of flight, while he felt his life slipping away.

From high in the air the world below appears at peace. The B-17 bomber was fully awake now, roaring to a continual drum beat of exhaust pulses and propeller blades. The crew let the passengers know that we could get up and explore the airplane. Cruising at 200 miles per hour while burning a gallon of gas to travel each mile certainly was a new experience for all the passengers. What a beautiful site it was; it was alive and well! I made my way through the fuselage photographing this



strange reality. I shuffled along the narrow aisle between rows of bombs, while clutching my camera. It was easy to see the ground passing underneath the airplane through gaps in the bomb-bay doors. Arriving in the radio room I poked my head out into the slipstream through an open top hatch. What a view. I struggled to keep my cool as I was enthralled with the raw power of the throbbing engines and the roar of the gale winds. I ducked forward under the feet of the pilots into the bombardier area. This area afforded the best view of the massive engines. They churned and ground at the air while spinning much slower than I would have imagined.

The ground appeared to drag slowly under the fuselage. I strained to see if anyone down there could see us, and participate in the living moments of this old airplane. The view from the clear dome was stunning. After a long time I made my way back to the rear of the aircraft as we descended into Boeing Field in Washington. I noticed the three GPS navigators the pilots had their eyes glued on were decidedly out of place among all the other round gages. I traversed the bomb-bay again and took my seat. We taxied into the Boeing flight museum parking area. Once the airplane came to rest, the propellers wound down, returning me starkly to my reality of motionless airplanes. May this airplane live on forever.

Jeff Baxter

NW RV-10 Builder and Flyer Dinner

John Jessen

The weather held off long enough for the 5th NW RV-10 Builders and Flyers Dinner, held May 10, 2008, at Rob and Jenny Hickman's place at Dietz Airpark, Canby, Oregon. The location enabled this to be the first such gathering that was also a fly-in. We had our largest dinner attendance to date with 41 people on hand. In addition to Rob's almost completed RV-10, its beautiful panel fully loaded with Advanced Flight products, there were six completed RV-10's that were able to fly in, including: Bill and Sara DeRouchey (up from California), Randy and Cheryl DeBauw (Pearson), Dick and Diane VanGrunsven (Sunset), Norm and Donna Rainey (Independence), Tim James (Aurora), and Dan Benua (Hillsboro). Dan and Sun Benua held the last dinner back in December, at their beautiful home on Skyline. The morning after the their dinner, Dan assembled a team of helpers and moved his project to Hillsboro for

final assembly. His first flight was on January 22, 2008.

Other RV-10 builders on hand included: Deems Davis (Arizona), Rick Sked (Nevada), Bruce and Becky Breckenridge (flying in with their 172), Ben and Lene Westfall, Ed Hayden, Eric Panning, Jerry and Judy VanGrunsven, Greg VanGrunsven, John and Tana Cox, Les Kearney (Alberta, Canada, in town to attend the dinner, but also to pick up his RV-10 QB wings), Mike and Angie Johnson, Paul and Lisa Grimstad, Vern Smith and his son, Ethan, and our hosts, Rob, Jenny, Kelsey, Jeffrey and Brian Hickman.

Several products were shown or discussed at the dinner. Rob had his newest AF4500 equipment installed in his nearly completed RV-10. He had the panel powered up, which was absolutely gorgeous. Although not yet commercially available, Paul Grimstad had his RV-10 Direct Replacement Rudder Pedal Assemblies on display, with many builders expressing high interest. To support the RV-10 community, John and Kim Strain made the trip over from Bend to explain their Flightline air conditioning products. In the past we have had Lycoming representatives attend. This type of vendor interest is a clear



Diane, Dick and Greg VanGrunsven

indication of the importance of the RV-10 product to the flying community.

Tim James, always in the mood to tinker, had several modifications on his RV-10, including beefed up landing gear, larger wheels and tires for those back country strips he prefers, along with a built-in tube in the tailcone for the needed fly-rod and other longish back woods equipment. For help with the low and slow needed for mountain flying, Tim also added wing and tail VG's, along with very GlaStar HS to tailcone fairings and "delta wings." He says he loses a few knots in cruise, but with the modifications can land (and stall) at considerably lower speeds. If all this weren't enough, he also has a built-in roll bar and an additional door latching point for safety.

Unbeknownst to those flying in, there was a judging of landing technique provided by Tana Cox, Sara DeRouchey, Kelsey Hickman and neighbor Mike Breitbarth. Tim James received a perfect "10" into the grass Dietz Airpark strip, followed closely behind by the rest of the RV-10 crowd, with the Cessna 172, piloted by Bruce Breckenridge, bringing up the rear, although he claims to have performed well enough for a 10, we had to take into consideration his craft (no bias, I assure you!).

The BBQ ended with scrumptious desserts and the presentation of the Corny Cox Awards. The following were



Spring 2008 NW RV-10 Group Photo — 41 builders and fliers attended this year's event.



Four plus two — six flying examples attended the group BBQ at the Hickman's home on Dietz Airpark near Canby, OR.

honored:

- Consummate Host/Hostess Award - Rob & Jenny Hickman (for their graciousness)
- Otto Lilienthal Award - Jerry VanGrunsven (for being there since the beginning of time)
- International Ambassador Award - Les Kearney (for re-investing Canadian dollars into the floundering US economy)
- Happy Feet Award - Paul Grimstad (for the aesthetic and structural improvements to the rudder pedals)
- The Intrepid Traveler Award - Deems Davis (who forgot his wife Judy back home in Anthem, Arizona)
- Purist Plan Builder Award - Randy & Cheryl De-Bauw (who wouldn't modify even one rivet from the VANS original plans)
- The Unlimited Modifications Award - Ed Hayden (who never saw a Mod he did not want to include on his aircraft)
- Most Recently Launched Award - Dan Benua (with his yet to be Top Coated Flying RV-10)
- The Tall Brush & Secluded Aviator Award - Tim James (in his VSTOL RV-10 Back Country Special)

We all want to express our gratitude to the Hickman family, who were the consummate hosts. They provided a veritable BBQ feast and made everyone feel more than welcome, emblematic of EAA Chapter 105 hospitality.

Our next NW RV-10 dinner will be held in September or

early October. Details yet to be settled, but it looks like another fly-in opportunity, this time at Pearson.

John Jessen



BBQ and Planes



Receiving the Corney Cox Awards



Top: Dan Benua
Middle: Norm and Donna Rainey
Bottom: Sara and Bill DeRouchey

Top: Tim James
Middle: Ed Hayden (left) Randy Debauw and Randy's plane
Bottom: Becky and Bruce Breckenridge

A few more from the NW RV Fly-In: The formation crew briefing before the flight, taxiing out — in formation and returning after the flight.

SAFETY THOUGHTS

Airport Lighting

Len Kauffman



Let's say you're planning a VFR flight to Baker City. You'll leave after work and arrive around sunset. The Seattle sectional and Flight Guide show three runways and airport lighting. Weather is high overcast with southwesterly winds.

Due to unexpected delays, you leave later than planned and it's dark as you cross the last mountain ridge and turn toward BKE. ASOS reports eight thousand overcast, wind 220 at 15 peak gusts 22. Shouldn't be a problem with three runways, right?

The airport beacon is straight ahead but no runway lights are in sight. Must be pilot controlled lighting... just click the mike switch a few times on CTAF 123.0. Runway lights pop up on 13-31 but nothing on 17-35 or 08-26. Carefully click 7 times...that might do it. Still only 13-31 lights. The other two runways (somewhat into the wind) are lost in a black hole. A 15 to 22 knot direct crosswind in the dark after a long day is not what you had in mind. Now it's decision time: Land on 13 or 31 with strong gusty crosswind, try an unlit runway or go elsewhere?

A more detailed look at airport information before the flight might prevent this last minute surprise. The sectional simply shows an *L in the airport block. That indicates, "Lighting limitations exist, refer to Airport/Facility Directory". Not much help by itself.

The Flight Guide tells us more, "Bcn. *PCL: 13/31 (3x, 5x, 7x), VASI (7x)." The airport has a rotating beacon, Pilot Controlled Lighting (PCL) on 13-31 and a VASI. Runway light intensity is controlled by standard 3, 5, or 7 clicks (within 5 seconds) on CTAF. The VASI comes on with 7 clicks but you'll need to check the airport diagram to see that it's only on runway 13. The diagram has two

small circles at the approach end of 13 and 31 to indicate Runway End Identifier Lights (REIL). No lights are indicated on the other runways.

The sectional tells us to check the FAA Airport/Facility Directory (Green Book) for more lighting information. There we learn that runway 13-31 has Medium Intensity Runway Lights (MIRL). Runway 13 VASI is a V4L (4-box Visual Approach Slope Indicator on the left side) with 3.0° glide slope. In the remarks section we're told to activate MIRL for Rwy 13-31 and VASI to 13 on CTAF. Check the legend for standard mike clicks to set light intensity. It does not tell us that 7 clicks are required to turn on the 13 VASI. Interestingly, the Flight Guide shows the VASI on the right side of 13 but the A/FD depicts it on the left.

Some systems use non-standard two-step or one-step lighting systems. Those lights may even turn OFF with three or seven clicks. There are non-standard visual slope indicator also, such as Lenhardt's, depicted as VASI (NSTD). Read specifics in A/FD Airport Remarks and Flight Guide.

Pilot controlled lights typically remain on for 15 minutes. If runway lights are already on when you arrive, it's a good idea to reset desired intensity on downwind or base to ensure they'll stay on through landing. If REIL or approach lights are too bright, be prepared to dim them on final if necessary. Also keep in mind that traffic at nearby airports using the same CTAF may change (or turn off) lights at your airport.

A few other "lighted" airports in our area with similar dark runways include Madras (no lights on 04-22), McMinnville (17-35), Olympia (08-26) and Pendleton (16-34). La Grande's runway 16-34 has no lights and is now CLOSED until early August for drainage work and re-surfacing. And the Baker City rwy 26 has a displaced threshold because of power lines close to the pavement. It wouldn't be a good idea to consider landing on either

New Members and Members in New Places

Bob Coombs

I recently joined chapter 105 and I guess I could give a brief introduction:

I'm 62 y.o., retired. Built a Titan Tornado kit in 2006 with the able help of the guys in Richland, WA. First flew in early 2007. It is registered E-LSA. My own first flight was in June 2007 shortly after getting my SP license. Now have about 140 hours total and am starting to look forward to getting out of Northern Oregon and Southern Washington.

of those runways on a dark night.

For those who fly night IFR, be sure to activate pilot controlled approach and runway lights by the time you pass the final approach fix inbound. NACO approach plates denote PCL by the negative symbology (black circled "L") next to the activating frequency. However, according to the IFR Refresher (November 2006), controllers at some airports may pre-select lights on a particular runway based on anticipated conditions before closing the tower at night. It may NOT be the runway you plan to use. Check the AF/D Remarks Section for statements like, "When twr is clsd ACTIVATE REIL Rwy 27 and rwy/apch lgts for preselected favorable rwy—CTAF." If they pre-select 27 but you're flying the approach to 18 you won't see approach or runway lights when you break out. A huge surprise if that's near DA or MDA. Or, if you plan to circle to another runway and find it dark. You may not always be advised of runway lighting by ATC. Ask.

Flying brings many surprises, but good pre-flight planning can help reduce them.

A Review of RV Accidents from 10 May, 2007 through 20 May, 2008

Brian Moentenich

June 7th, 2008



During the period from 20 May, 2007 through May 10th, 2008, the NTSB reported a total of 41 accidents involving RV airplanes. Of those 41 accidents, 34% (14) were fatal. One of the fatal accidents was due to a collision by a different airplane (a Velocity) which struck the RV after it had cleared the runway. It probably should not be included. This would make the RV fatal accident rate 32.5%.

Of the 13 fatal accidents, four were due to stall/spin on either take off or landing, three were due to forced landings after the engine quit and three were due to low altitude maneuvering/aerobatics. The remaining three were due to loss of control during IMC, controlled flight into terrain and one was unknown (it occurred in Spain).

A large percentage of the non-fatal accidents involved loss of control during landing.

This fatal accident rate is consistent with two previous reviews of RV accident statistics and is 50% higher than the rate for certificated GA airplanes. The leading causes seem to be consistent too – the engine quits, stalling & spinning during takeoff and landing and low altitude maneuvering/aerobatics.

The major difference between fatal RV & certificated GA accidents is that very few involve loss of control after inadvertent entry into IMC. The one IMC accident that occurred to an RV involved an IFR rated pilot in an IFR equipped RV losing control during a go-around during a flight on an IFR flight plan.

The conclusions are obvious:

- Don't stall during takeoff or landing
- Don't do low altitude maneuvers
- Don't allow your engine to quit

Brian Moentenich

The 17th Annual NW RV Fly-In

Joe Blank

Photos: Wendell Foltz &

Benton Holzwarth



The 2008 installment of the NW RV Fly In is now in the books. But first, a little history...

Now in it's 17th year, the longest running RV Fly In event in history was originally started by such RV notables as Ken Scott, Steve Harris, Bill Kenny, Mike Seager, Don Wentz, as well as a few others from the early days. At that time (unlike now) there were a many builders and precious few actual flying examples. Builders needed a good healthy motivational kick as well as a good way to actually see how these machines were constructed. It seemed like a good idea at the time and the NW RV Fly In was hatched. Since 1992, the Home Wing hosted the annual RV fly-in at Scappoose Airport. In recent years, attendance has often exceeded 100 RVs. T-shirts adorned by a member's recently completed RV are sold at the fly-in and worn with pride by local builders. Some members have at least one example of every T-shirt. This fly-in is one of the premier aviation events in the Northwest. It has been successful due in large part to the efforts of Don and Janet Wentz who hosted it out of



The local formation performers: L to R, B Row: Randy Lervold, Dan Müller, Randall Henderson, Len Kauffman, Jon Friedemann; F Row: Pete Forsyth, Joe Blank, Mike 'Easy' Wilson.



The local RV formation group put on an eight-ship demonstration. The Seattle-area 'Blackjacks' arrived on-scene at around the same time and alternated passes with their seven-ship team.

their hangar at Scappoose. The fly-in is traditionally held on the Saturday of Father's Day weekend in June. In 2004, the membership of the Home Wing was merged into the membership of Chapter 105. This fly in event was conceived as a forum for RV pilot/builders by RV pilot/builders. For those that are interested, more can be read here about the history of EAA 105 and Vans Air Force Home Wing here:

<http://www.eaa105.org/History/history.html#TheBeginning>

This year's event had generally good weather conditions; lots of sun, cool in the low '70's, breezy, and generally good VFR. Perfect fly in weather! Except to the north of Scappoose (KSPB) up through the Puget Sound vicinity, where they were dealing with low morning stratus caused by onshore flow. That broke up later and many pilots from the Seattle area were then able to make it in.

This year's vendor displays included, Vans Aircraft, EAA 105 Fly In T-Shirts, Oregon Aero, Duckworks Aviation, Show Planes, Snap On Tools, Advanced Flight Systems, and Oregon Department of Aviation. Vans brought the newest example of the factory RV-12 and an RV-10. Ken Kreuger and Ken Scott were on hand to answer questions, while Gus Funnel, Daryl Sahnnow, Scott McDaniels, and Tom Green were seen wandering the flightline.

EAA Chapter 902 from Mulino put on a great hamburger BBQ lunch for the attendees... Over 200 served! It's always a challenge to get an exact number of RV's arriving at these types of events, but it was estimated by the aircraft parking crew to be around 80-90 aircraft. Not bad when fuel prices are hovering around the mid \$5 range in some places, and crude oil is \$130 a barrel. Transwestern Aviation was offering fuel for \$4.85/gallon and many took advantage of that price before departing.

This is the type of fly in where there is no organized schedule, no forums, or awards. Just good clean fun and great camaraderie. Builders talking with pilots... old friends catching up with each other... pilots displaying their pride and joy for the 1st time... and an occasional formation flight... OK, maybe not so occasional...

This year we started something new. The local Vans Air Force Homewing formation pilots, (many who are now FFI card rated) planned and executed a formation flying demonstration during the lunch hour. This 8-ship demonstration included a formation departure, 5 different formation flybys, and an overhead break to landing. What could be better than a formation demo? How about 2 formation demo's... While 'Homewing Flight' was aloft in mid show, the famed Seattle area based 'Blackjack Squadron' reported in 15 miles north with a 7-ship formation. We had a hunch that this might occur. So for the next 20 minutes, the crowd was treated to dueling formation flybys courtesy of the Homewing and Blackjack Flights. This was a fly in first. The Blackjacks have historically attended the fly in en mass with a formation arrival and demonstration, but were strangely absent last year, probably due to that pesky inclement northwest weather. Homewing Flight pilots included Pete Forsyth, Len Kauffman, Randall Henderson, Mike 'Easy' Wilson, Randy Lervold, Dan Miller, Jon Freide-man, and Joe Blank.

Once all of the food was gone and all the airplanes had been looked at, pilots and crews began departing for all cardinal points homeward. The cleanup and teardown crews began their task of restoring KSPB back to the quiet airport it once was.... Or at least until we do it all over again in 2009...! Thanks a zillion to all of the folks that helped out to make this fly in possible!



Crews were organized to assist with airplane- and car-parking. Turn-about's fair play! Wendell Foltz caught me [your editor] taking pictures. Chapter 902 handled the BBQ operation.



The NW RV Fly-In is about looking at airplanes and maintaining enthusiasm for your project, but also about joining up with friends.

Parkside PERFECT

Benton Holzwarth

Our May meeting was held at Parkside Airpark, near Battleground, Washington. This was our third visit to their park-like setting, I believe. As with the previous visits, many hangars were opened to us, revealing the many projects and fine flying examples of various types.

The Parkside visit starts with a barbeque dinner and starts early -- six-ish -- to allow time to eat, schmooze and still get around to see the many open hangars. Once the crowd disperses from the dinner tables, it's impossible to guess at a head count, with everyone going different directions, but my best guess is maybe 50-75 folks attended on the fine spring evening we were presented with, this year.

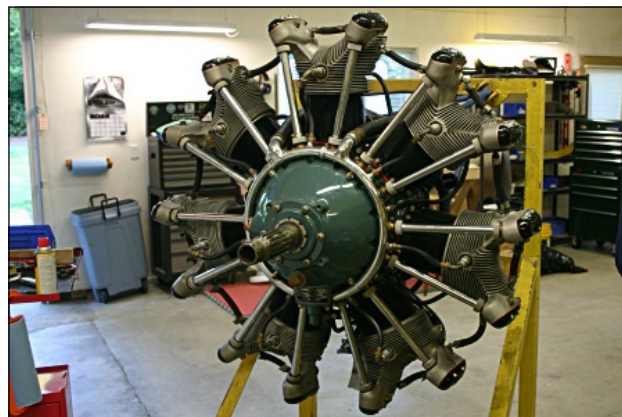


Following the chapter business, Dann Parks took over as our Master of Ceremonies and host, and introduced us to the park residents and walked us through the ready open-hangar map. From there, we were on our own to navigate to the our most interesting projects, since even the few hours of daylight were not sufficient to see all the treasures.



Dann Parks — Parkside host.

Above: Arriving by air, on a perfect evening, and fly-in guests. Below: The BBQ operation was in full swing.



In the Parkside hangars: An RV-6, a Stearman, a Grumman, a Fournier RF4D, a Bucher and a Jake, bound for the nose of...

Board Meeting Highlights

Your Chapter 105 Board

Attending: Randy Lervold, Tom Louris, Len Kauffman, Jeffrey and Jenny Hickman, Joe Miller, Benton Holzwarth and Jim Mitchell, Mike McGee.

The meeting was called to order at 7:15. The previous meeting's minutes were circulated before the meeting and approved without further corrections. Randy had, as usual, mailed out an agenda to everyone and we dove right in.

Ops—

- Hangar Update (Rion): Our G-3 hangar is now rented, Neil Arney is working on his project there. Steve Rosenstock is still working on the Wi-Fi connection in the chapter hangars. (The Stark's have granted us permission to tap into their connection.)

- The assignment for everyone from last meeting was to brainstorm ideas for increasing use of the G-1 hangar by the chapter members. Apparently no one gave it much thought between the meetings, but the usual suggestions were tossed out once we pondered it for a moment: Welding or fabric tutorials, Mike's Lycoming post-mortem, a Basket-case chapter project. And of course, Ron uses the chapter house as a staging area for his YE flights.

- Starlings nesting: Starlings are nesting in the eaves of hangar G-3. Rion will work on discouraging them from further nesting, and once the current crop of chicks are out, run off the 'rents.

- Breakfast Ops (Len): The instruction cards are helping, as long as the volunteers take time to read 'em. Questions have gone way down.

- No-shows are still a problem. Even after being assured earlier in the week they'd be there, two helpers failed to show for the first shift of the most recent feast. One person we can almost cover for, but TWO puts a real crimp in the operation. Suggestion was, when we find ourselves short-handed, to solicit for help to fill the spot from the folks dining. Idea offered was to provide some sort of 'Help Wanted' sign.

- Len's ongoing frustration is folks that won't ac-

knowledge the phone calls and/or emails when he's trying to corral a group for the next breakfast. If he could get a straight "I'm in," or "I can't" this aspect of his task would be *so* much easier.

- One of the pancake grills needs thermostat maintenance, to the tune of \$500 for parts and labor. Expenditure approved by vote of the board. (It takes money to make money...)

- A work party is needed to do some repair work on the breakfast-op tables and chairs. [JimM studied the problem and formed a fix for the chairs. He & Benton met the next Saturday and spent about two hours replacing the broken plastic 'rivets' holding the seat pans to the frames with carriage bolts. ~80 bolts were replaced on 55 chairs.]

- Two tables appear to need immediate work. Jim eyeballed the issues and will work on a repair mechanism.

Events –

- B-17 Visit: The B-17 visit went OK. Fewer rides sold this year. We will earn a share of the 60 rides sold, plus a fraction for the merchandise moved vs. our \$1500 (bills submitted so far) outlay for porta-potties, 'event staff' shirts, rental car for nat'l folks, etc.

- JoeM suggests adding a step-ladder to the equipment kit, to help wiping flung oil from the high places.

- Advertising seems to really help. Last year we had paper and TV coverage, this year neither. EAA will donate five seats to us, that we can share with local air museums, etc, in exchange for their help in advertising the event.

- Young Eagles (Ron): The Pearson Air Museum event was 'awesome' with 60 YE's introduced to the joy of flight. Another 30 were flown in conjunction with the B-17 visit to HIO. An additional few were flown at the NW RV Fly-In at Scappoose.

- NW RV Fly-In recap: JoeB (fly-in boss) wasn't at the board meeting, but reports were that the event seemed to go well, with no major hiccups in any area. Best estimation is that 80-90 RVs attended.

- The weather was great -- bright and clear, almost

chilly in the morning warming to a moderate high by the end of the event, with a light breeze pretty-much right down the runway. [Your editor, Benton, got his first sun burn of the year and is still shedding skin off his arms as he types this, two weeks later!]

- Chapter 902 handled the BBQ operation. Report was that they sold 200+ lunches.

- The local formation team flew an eight-ship demonstration of several passes, and the Blackjack's, from the Seattle area, showed up and joined in to alternate passes with their seven-ship group. Both teams were using the same frequency, in complete connection with each other, and the alternation of the two teams went completely smoothly to the pilots participating.

- Builder Motivation Day (Randy): When Randy initially sought insurance coverage for the BMD we're planning, the reply from nat'l was an untenable set of requirements with advance registration of pilots, etc. Randy has been exchanging emails with the nat'l folks, and it looks like the arguments he's put forward are bearing fruit.

- The argument is, if we're giving rides to adults, current and/or potential builders, why are the requirements so much more onerous than for YE pilots?) Nat'l has agreed. They're saying it'll take six months to get the changes made (so BMD is off for this year) but once in place a BMD event should be much like a YE event in terms of the pilot requirements. (Self-certify EAA membership, insurance, currency, etc -- i.e. no advance registration, etc.

- If you like the idea of a Builder Motivation Day, thank Randy Lervold for not taking 'no' for an answer.

- Oregon Int'l Airshow -- Hillsboro: Will take place 8-10 August. John Polos is enthusiastic about running a chapter booth (for chapters 782 and 105) with an emphasis on drawing in kids. He'll bring his 'aircraft carrier' landing game. He's recruiting volunteers to staff the tent. We've been offered a place on the 'midway' this year, since the homebuilt 'corral' has gone by the way-side.

- The airshow organizers have offered us event shirts at cost (\$4 each.) John has asked for funds to buy 24 shirts, and this (\$96) was approved by vote of the board.

- Also, Nat'l has fliers and brochures for hand out. Randy will apply for these. John is also interested in other ideas to make a fun booth for the kids, if you have any.

- Magneto Flight will also perform. Demonstrating slow and fast, Ron will walk his RANS down the flight-line while the RVs and Lancairs blast by at full tilt.

- Poker Run (Jenny): Event is planned for 21 Sept. Last year's camp fire and catered BBQ were hits. Jenny will hold off on too much organization until after OSH. TomL and Rion are volunteering to help organize. Jenny is reminded that tee-shirts and the BBQ caterer are the long lead-time items.

- Website (Randy): The forum area needs more traffic. Any ideas to keep momentum growing are welcome.

- I (Benton) piped up that I've worked through how to set up a 'google map' that maintains privacy and has good resolution. 'Frapp'r' seemed to resolve down to city level, but I was looking for something that would allow chapter members within the city area to find their neighbors for purposes of getting eyeballs on their projects and for car-pooling to meetings and events. I got a go-ahead from the board to move forward with publishing info on our chapter map.

- Randy fessed-up that he'd been so busy with work-travel recently that he'd missed out on submitting the applications for chapter awards. No one present was overly distraught at the thought of a missed cert.

- Our canopy is showing some wear, small tears.

- No July Board Meeting is planned. There is no priority business on the horizon. If anything comes up, we can handle it by email or call a special meeting. There will be an August meeting.

The meeting adjourned at 8:30.

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, 72FM8S9-1-85, 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, 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]



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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

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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.

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

June '08

- Ron Singh + Jim Hoak / Young Eagles at the EAA B-17 HIO Visit
- Len Kauffman / Safety Thoughts: Heads UP
- Randy Lervold / Trip Report: Home Boys to Chino
- Benton Holzwarth / An Evening at...Van's Aircraft
- Ken Howe / Photos from the May Pancake Breakfast



One more photo from this year's NW RV Fly-In, this one of the Seattle area Blackjacks that flew down for the event.

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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
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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: _____



Rob Hickman's RV-4 is sporting a new experimental composite C/S Hartzell prop these days.

Next General Meeting

VAF — Home Wing / Chapter 105

- No meeting planned for July — see ya' at Arlington!

Next Board of Directors Meeting

- No meeting planned for July!
- 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.

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Tigard, OR 97224-5570

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