



EAA 105

PORTLAND OREGON



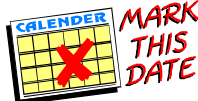
October 2008

In This Issue

Next Meet: Kim Vermilya's Stinson Restoration	3
Safety Thoughts: Survival Gear.....	4
Deja Vu All Over Again (Poker Run)	5
Roy and Sandra's Oshkosh Adventure.....	7
Board Meeting Highlights.....	12
Buy / Sell / Trade	13
2007/2008 Feature Article Index	14
Name Tag Order Form	14
Contact! / TCs+FAs+FIIs / Renewal Form.....	15

Next Meetings

- **Oct 9th** — Kim Vermilya's Stinson 108-2 Restoration, SE Ptld
- **Oct 16th** — board meeting!
- **Oct 17th** — Newsletter Deadline—NL contributions and ads are welcome at anytime, but may be held to the next issue if received after deadline.



On the Cover

Roy Thoma and a friend launch Saturday morning for the Poker Run. Roy won the game with three 10s.

Sandra and Roy also provide, this month, the details of their grand Oshkosh adventure, including their engine failure.

Breakfast KP Duty

Saturday, October 4th, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Robin Wessel	Joe Blank
Greg English	William Drake
Dale Fillmore	Carl Dugger
Susan Fillmore	John Flood
Warren Fraim	Ray Fogg
Aaron Frechette	Bobby Freeman
Bill Fulgham	Brian Freeman
MarySue Fulgham	Jon Friedemann
Zane Gard	Dennis Fuhrman
Ted Johns	Richard Graves
	Dick Guarnero

Saturday, November 1st, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mike Seager	Dan Harris
Norm Durrell	Tom Hart
Roy Glass	Allen Hawkins
Collin Gyenes	Ed Hayden
Ray Haas	Chuck Hess
"Woody" Hall	Jenny Hickman
John Halle	Rob Hickman
Pat Hammell	Jim Hoak
Greg Halverson	Ken Howe
James Hand	Bill Inman
	Denny Jackson

Check the Activities page on web site for the latest roster... www.eaa105.org

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

Loose Bits

Astoria LNG Terminal

Randall Henderson sends news : The comment period for the FAA's obstruction evaluation regarding the Liquid Natural Gas tanks next to Astoria Airport has been extended to October 24.

If you have relevant information about the effect that three 195' tall, 200' wide LNG tanks less than 2 miles north of the Astoria airport would have on airport operations, please submit your comments before that time. For details, see http://www.seasideairport.org/kast_lng.html

Changed your e-mail?

If you've changed your e-mail address be sure and let the Chapter know. Send an update to randy@eaa105.org. We have a half dozen e-mails in the database that are bouncing now, is one of them yours?

Meeting Coordinator:

Walt Foster

rvaitor1@yahoo.com

503-690-3488



Program: Kim Vermilya's
Stinson 108-2 Restoration

Location: 6219 SE Queen Rd Portland

Date/Time: Thursday, Oct.9th @ 7:00 PM

Directions:

Kim's brother's house is located in Milwaukie off of SE Linwood Rd., just south of SE Johnson Creek Blvd off of I-405.

Future Meetings:

- Nov—Annual elections and Pie Auction
- Dec—Christmas party
- Jan—TBA: Looking for a volunteer with an Indoor Project!

About the meetings...

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



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.



The structure of the meetings is pretty loose. The first 40 minutes or so is generally spent socializing, eating chips and dip, and checking out the project. Then we get down to "business", with introductions of new members and guests, milestones, discussions of group issues, open items, and the host project. After that, it's back to BSing late into the evening.

Be sure to bring any tools, parts, etc. that you wish to sell, loan, give away, etc. And while you're there, throw

a buck or two into the kitty, to help out the host for costs of purchasing the refreshments.

All are welcome, building or not, group member or not. Spouses too!

SAFETY THOUGHTS

Survival Gear

Len Kauffman



Those who were unable to attend our September chapter meeting missed some very useful survival information from a man with 65 years in the business. Frank Heyl discussed items we should have in our airplane survival kits and how to use them. Since much of what was discussed could make the difference between life and death to a pilot going down in a remote area, a review of his talk should be of value. We'll add a few other thoughts as well.

Surviving on the ground, of course, assumes a reasonably successful forced landing. That requires the plane to be flown at an appropriate slow speed, under control, into the crash site. A stall/spin pretty much negates the value of any well-equipped survival kit. Flying into an even stand of trees, on the other hand, along with collapsing wings can effectively reduce decelerating G-forces and injuries.

According to the June 2005 IFR Refresher, a three-year study found that the odds of surviving a forced landing in trees or water was around 90 percent. Pretty good odds I'd say. Would your odds be that high for surviving a week in the Cascades - with only the equipment normally carried in your plane?

Probably the first piece of critical survival equipment is a device to break the canopy. In any forced landing there is a good chance the canopy will not open normally. I bought a Life Hammer from Joes (GI Joes) for around \$15. It's attached to a side panel and easy to grab. A few whacks at the canopy should break it enough to allow an exit.

Once out of the aircraft, Frank emphasized four killers: Cold, Wet, Wind and Heat. In Oregon the first three are

big factors most of the year. To survive, we need to do five things and have appropriate gear for each.

1. Treat injuries. We'll need a first aid kit - bandages for covering large wounds, band-aids for small cuts, elastic bandage to support sprains and make pressure bandages, tape to keep bandages in place, antibiotic ointment for open wounds, antiseptic wipes for scrapes & scratches, tweezers to remove splinters, sun protection, insect repellent, aspirin, personal medications, etc.
2. Build shelter from rain, wind, cold and heat. Here we'll need tools - knife (with plastic handle if temperatures are in the 20s or below), folding saw, nylon cord, space blanket, poncho, maybe a small axe, etc.
3. Signal for help. Signal mirrors (a CD works well) reflect sunlight a great distance toward a plane, vehicle or person whenever the sun is bright enough to cast shadows. It takes practice to use them well. A whistle carries much farther than human voice. Three sharp blasts signals "NEED HELP". Signal flares can be useful when there are no shadows as well as provide a means of protection from animals if needed. Flare guns are available at outdoor and marine supply stores. Strobe lights may be useful but don't expect much search and rescue effort at night. A Personal Locator Beacon (PLB) or SPOT Satellite Messenger would be ideal for signaling if batteries are good, no damage occurred during landing and you are able to turn it on.
4. Stay warm and dry. Hypothermia is a killer. Fire starting mate-

rial and warm clothing are essential. Diamond Strike Anywhere matches are best. Keep a supply in a waterproof container - make sure it's actually waterproof. Dipping match heads in fingernail polish should help keep out moisture. You'll need something dry and rough to light matches, like fine grit sandpaper or the box striker pad. Other stick matches will light only with the striking pad on the box. If you use those matches then you MUST keep its striking pad with the matches. Don't let match heads touch the pad, however, or they might light off inadvertently. Butane lighters work well IF THEY ARE KEPT FULL. To get a fire going some sort of fire starting material is needed. Cotton cloth soaked in melted candle wax works nicely. I also have a small bag of REI Lightnin' Bug fire starting pellets. Candles can work but blow out easily in light wind. You'll need aluminum foil to keep fire-starting material dry when the ground is wet or snow covered. Thermal blanket, wool cap and gloves, warm coat (with high collar to cover neck) will help keep you warm. To stay dry, I bought bright yellow hooded Tyvek coversalls from a farm supply store. Waterproof boot covers are a good idea. In very cold weather a warm sleeping bag would be nice.



Life hammer — a blade for cutting harness webbing and hammer for breaking the canopy.

5. Drink and eat. You'll need something to make water safe to drink, like purification tablets and/or filtration system. I bought a water filter from REI for around \$90. It's light, small and seems to work well. Have a plastic bottle to store water. Frank recommends keeping a sponge in your kit. Air Force pilot Scott O'Grady used a sponge to collect rainwater on leaves and in animal footprints while surviving six days after being shot down in Bosnia. For food, Frank recommends a bag of jellybeans. I keep a few protein bars also. Fishing tackle and a snare would be useful for extended survival periods.

Include a pair of reading glasses if you need them. You'll want to read instructions printed on some survival gear. A flashlight (mine has a strobe at one end) and light sticks (chemical lights) would be useful at night. I also pack a toothbrush - try chewing a few jellybeans and see how long you can stand it.

It's better to build your own survival kit than buy one. Making it requires thought about your survival needs and you'll know what you have. If you buy a kit, you'll probably know very little about its contents. Keep in mind the number of people that might be in your airplane.

During your annual inspection or condition inspection it's a good idea to open and inventory the kit. Practice with the signal mirror. Check matches to make sure they still work. Fill the butane lighter. Replace food items. Consider what you should add or remove.

One maxim of crash landings is that you'll get out with only what's strapped to your body. The plane may burn, hang in the trees, submerge in water or be damaged to an extent that baggage is irretrievable. This is where a survival vest comes in handy. I have an EAA vest (a fishing vest will do nicely) filled with items like knife, matches, fire starting material, signal mirror, whistle, space blanket, etc. If the vest is left back at the hangar, however, it won't do much good.

In a survival situation it's probably best to stay with the airplane and let search and rescue folks do their job. Don't try to walk out unless you know where you are, where you are going, how far you must go, have appropriate footwear, and have the health and energy to do so. Keep a compass for that purpose. But remember 1) the

big killers cold, wet, wind and heat will be worse away from your shelter, 2) most of your gear will stay behind, and 3) the airplane will probably be found first.

So what does all this stuff weigh? My kit consists of two bags (5.5 and 7 pounds) that fit nicely in the RV-8 aft baggage area. My vest weighs 2-pounds. On trips in winter months I throw in a 4-pound sleeping bag. Lot's of weight? Yep, until I need it. Then it ain't heavy - it's life.

One final thought. It would be comforting to know that someone is looking you and that they know where to look. Sadly, in the disappearance last year of Courtland Mumford (the 65-year-old retired airline pilot from Aurora) and Steve Fossett, searchers had no clue where to find them. ATC tracking, either IFR or flight following, would do the trick. A VFR flight plan, while not triggering an immediate search, will eventually put the search and rescue system in the right place. And MAY-DAY calls on 121.5 should help. Is that frequency in your #2 radio? Is there a shortcut to get it quickly? On my GNS-430, pressing the flip-flop button for 2 to 3 seconds brings it up. Keep in mind that beginning February 1, 2009, satellites will no longer monitor our old 121.5 ELTs.



Pete Forsyth and Len Kauffman review the weather and plan their Poker Run circuit at the Poker Run registration tent.

DEJA VU ALL OVER AGAIN

J. Rion Bourgeois

Photos: Rion and Benton Holzwarth



There I was at 3,000 feet trying to squeeze between the overcast and the Coast Range holding two aces on the last leg of the 7th Annual EAA 105 Poker Run. Last year I had finished in second place with two aces behind Kelsey Hickman who drew a third three at the finish at Twin Oaks to snatch first place, the trophy, the big mug, and the hundred dollar bill prize from my grasp, and put her dad's RV-4 on this year's T-shirt. I ended up with the medium size mug for second place. This year, I knew Jeffrey Hickman already held three sixes, and that I needed to draw a third ace or someone else better come up with at least three of a kind if next year's T-shirt wasn't to be graced with a picture of Jeffrey's polished Cessna 140 and for a Hickman to win two year's in a row with three sixes, in which case it would be *deja vu* all over again. Since my daughter Savannah flew the first four legs with Jeffrey, I had her with me for the final leg for luck, bumping Brian back over to their Cessna 140 with his brother.

There were thirty-three players this year in twenty aircraft. Notable aircraft were Hank Bullock's Auster with Dave Salesky in the left seat, Ron Singh's Rans S-12XL Airaile, and Bob Coombs' Tornado. There were also thirteen RVs of various models. Destinations this year were McMinnville, Independence, Newport, Tillamook and Twin Oaks where the last card was to be dealt. There were scattered clouds in northwest Oregon, so Rob Hickman, Wendell Foltz, and I had decided to fly clockwise in the hopes the clouds would burn off along the coast. A flight of five RVs had flown counter-clockwise, doing lunch at Tillamook, and by the time we finished lunch at Independence, we heard it was clear at the coast, so the option was to head west on top or under the cloud cover over the Coast Range. I left Independence first and stayed under the clouds. Rob went over the top, and arrived just ahead of me at Newport. The flight from Newport to Tillamook was awesome, with several crews reporting whale sightings. There was just enough room between the cloud cover and the moun-

tains east of Tillamook to head straight home to Twin Oaks, where I failed to draw a third ace. It was looking good for Jeffrey.

Ron Singh and Michelle Smith had arranged to have dinner this year catered by Bandito Taco who put on a delicious Mexican food buffet for a price of only \$12.50 per diner, which included tip and dessert! Some of the flyers didn't stick around for the dinner, but we had several chapter members drive in just for the dinner and campfire, so we had thirty-nine diners. Master Dealer Jenny Hickman managed to keep the winner secret until after dinner, when it was announced that Roy Thoma had won with three tens, so his Zodiac will grace next year's T-shirt. Jeffrey Hickman took second with three sixes, and Len Kauffman was third with two pair. About half the diners stuck around for the campfire, where Ron and Michelle's mango daiquiris and Randy Lervold's Corona beer continued the Mexican gourmet theme.

This year's T-shirt was olive drab with Rob Hickman's RV-4 rendered in its colors of red, white and blue: a very tasteful design by Jenny Hickman and Kelsey Birdseye, Graphic Designer at Screen Magic Custom Screening and Embroidery in Tualatin. The few that were left will no doubt go fast at the October breakfast. Kudos are due to Jenny Hickman, Ron Singh and Michelle Smith for organizing another fun and successful Poker Run. Next year's will be the eighth annual already: my how tempus fugit. Be there or be square.



Jeffrey Hickman touches down in the family '140.



Hank Bullock and Dave Salesky depart in Hank's Auster AOP. Bandito Taco's buffet line was delicious!



Michelle Smith (and Ron Singh around back) prepping the RANS for the day's Poker Run flight.

Roy and Sandra's Oshkosh Adventure or, Gravel Road Landing Procedures and Engine Replacement Methodology and Practice

By Sandra Bes (and Roy Thoma)

We left Hillsboro at about 2pm on Friday afternoon, exactly as planned.. N601RT had just turned 1000 hours a couple weeks before, and this would be her 6th consecutive trip to EAA AirVenture. The plane was packed and ready to go. We had balanced the weight of two days clothing for each of us, and things we would need for the journey there in the wing lockers and cabin storage. We had already shipped our camping gear to Oshkosh.

Now here we were, ball-caps on, sunglasses handy, charts in hand, N601RT soaring away from HIO runway 30, with her pretty new wheel pants and gear box fairings, designed, built, and installed by her proud Pilot. We were as excited as a couple of kids going to Disney World as we made our way to our first stop, Lewiston, Idaho. Our course took us eastward, above the Columbia River Gorge. The river was a wide blue ribbon, winding past tall pinnacles, trees, and tumbling waterfalls, then draping across the dry, brown landscape. Mount Hood marked our departure from the Willamette Valley, an imposing guardian, her rocky outcroppings naked of the late snow. We flew over Idaho and in to Montana, making for Missoula, where we would stay the night. I am usually nervous flying over the Mountains, especially the Rockies, but the sunset lighting up the jagged peaks of the mountains was so beautiful, I forgot to be nervous.



Our trip the next day was uneventful, from the standpoint of everything functioned as planned. I dove in to my summer reading - an old Clive Cussler novel, and watched the hills and the plains roll by below. Surprisingly, Montana is a very flat state. Some might find the terrain dull, but I never get tired of seeing the endless variation of rocky bluffs that fold in to green farmlands, remote untouched land, and country organized and ar-

ranged by human hands. That evening found us in Lewistown South Dakota. Roy had hoped to be farther along, but a long lunch break and a headwind had delayed our progress. I didn't mind - I wanted this part of the trip to last! That evening we considered our route for the next day over a prime rib dinner at the hotel, and decided to try to make Baraboo, WI by the following evening.

We had relaxed in to the rhythm of travel - arranging ourselves in the cockpit in the morning (my pre-flight list goes something like "ball-cap... check, sunglasses...check, sunscreen.... check, novel... . check... .flight plan....check.....Roy's pre-flight is printed as has to do with the airplane), planning our lunch stop, monitoring systems, listening to the hum of the engine, and watching hills, rivers and lakes roll by below us as we make our way across the northern plains states.

We had a fun and informative stop in Bowman, South Dakota, where we visited the resident meteorologist at the cloud seeding station there. I stretched my legs a bit while playing Frisbee with Lucy, the border collie who owned the scientist at the station. Watertown would be our late lunch stop, then on to Baraboo Falls.

Our first indication of trouble came on ever so slightly. The EIS warning light, or as I call it, the "there is trouble" light flickered on and then off again and indicated low

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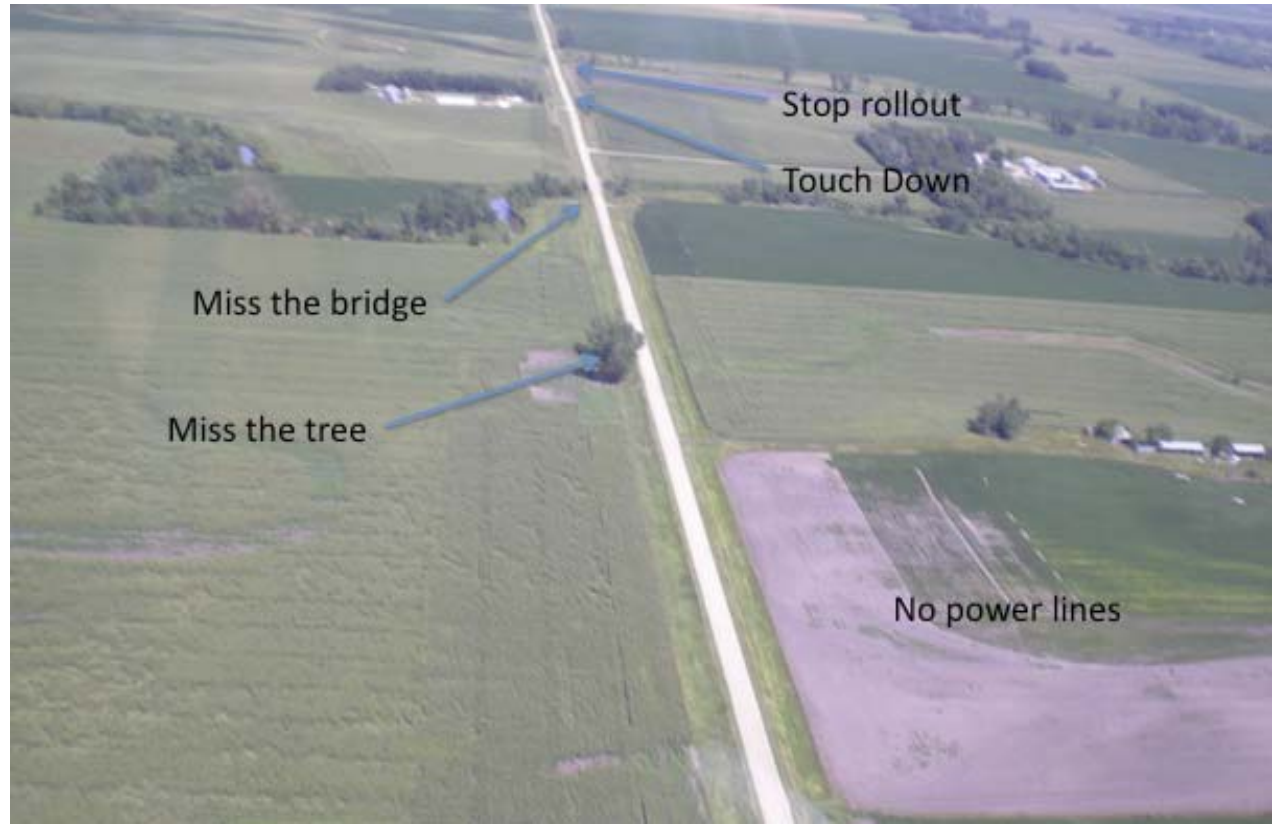
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oil pressure. The oil pressure reading was at the minimum acceptable level. The engine coolant temperature remained normal while the oil temperature was a little below normal. Nearest airports on the GPS showed the two closest were both grass strips. The next airport had services and was 25 miles from our current position. Since all systems were reading within tolerances, we selected Direct to DXX, or Lac Qui Parle County airport, near the town of Madison Minnesota. Roy began his descent and we proceeded with all due haste, keeping an eye on the engine read-outs.

About 10 miles from Madison the oil pressure reading started dropping in earnest, at a slow, but steady pace. Oddly, all other indicators remained within tolerance, coolant temps were unchanged, oil temp was in normal range, however we both knew the immediacy of the situation. I began calling the Airport frequency to let anyone who might be listening know our position, trajectory and situation. I believe we were still optimistic we could make the airport, but I think Roy began looking for landing options, decreasing our altitude as quickly as possible while maintaining a level attitude (both the plane and the Pilot).

Roy: The coolant temperatures were unchanged. Oil temperature went from normal range, which is between 100C and 105C to about 80C. This was a clue to the cause of the problem, but it was not understood until later. As we were making our descent, we could have gone to 7700 on the transponder and used 121.5 for MAYDAY. This should have been part of the information I relayed to Sandy when we were going over how to locate nearest airports and other "just in case" procedures prior to starting our trip

Five miles from DXX the engine made a most unpleasant noise. We both smelled a short-lived burst of burnt engine oil. I felt it my responsibility to inform the Pilot that we needed to get on the ground ASAP. It was overstating the obvious as the engine was operating at reduced power. Roy was completely focused on flying the plane and made some non-verbal gesture that let me know we were in complete agreement. The best way to describe



Roy and Sandra's view of the options just prior to landing.

the situation in the cockpit would be "very focused". We both know the first rule is to Not Panic. I noted a field of mowed hay off to our starboard side, but Roy said he was going to land on a road. Good decision and one that likely saved our skins. Roy scoped out a gravel road that ran perpendicular to the 2-lane highway he had first spotted. No traffic or telephone poles. I communicated "factors", as I would if we were docking our sailboat, noting a bridge, a large tree and a couple of mailboxes. The only words I clearly remember saying are "OK, Clear - you are clear". I'm sure it was just a confirmation of what he already saw, but it made me feel better.

The propeller stopped turning when the throttle was pulled to idle and Roy set N601RT on the gravel road, dancing on the rudders, and then to a stop. We sat there for a minute, and Roy said something un-printable. First

time I have ever heard him utter such an explicative. We sat there for a few minutes. I'm not sure what Roy was thinking, but I was convincing myself that I was still breathing.

I wanted out of the plane. Roy asked if I wanted to kiss the ground. "No", I replied, "I just want out. Can you let me out?" Roy hopped out too, and we began assessing our situation. It was getting dark. We were on a country road probably 3-5 miles from town.

Our first thought was to get the plane off the road. We rolled it off on to piece of ground that connected the road with the cornfield which we later learned is called an approach and is like a taxiway from the road to the field for farm equipment. About the time we were putting rocks under the wheels for chocks, a white mini-Van

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came rolling down the road towards us. Roger and his wife Carol, owners of the farm we had landed near, had seen us come down and came out right away to see if we were all-right. They were the answer to our next question - "what do we do now?" Roger and Carol offered to give us a ride to the one motel in town, Lou's Lodge, and we eagerly accepted. Apparently the lodge fills up and Roger went in to make sure we could get a room for the night. Ronn, the proprietor of the lodge, was quite curious as to how we had arrived at the lodge, since we had no car, and Roger explained our circumstances. Ronn was immediately kind and accommodating. Ronn took Roy around to our room and as Roy put our bags inside, I inquired as to where we might find something to eat and drink. A convenience store was 5 blocks up, an easy walk, but as I set off, Ronn insisted I take his truck. I had a successful hunt and returned a short time later with a 6-pack of Corona's and two turkey sandwiches from Dairy Queen. I thought we might be hungry again one day. The sandwiches did not sound appealing right then, but a few of the Corona's disappeared rather quickly and I thanked the Great Is that we had not landed in a dry county. (We later learned that it was 3.2 beer.)

The next day we set about getting the plane to the airport. Ronn had stopped by in the morning to see if we needed anything. He was off to his weekly breakfast meeting, thought he might have a buddy there with a trailer. Ronn lent us his cell phone, since we had no coverage there, and Roy had spent the morning calling friends who would be looking for us to arrive in Oshkosh to let them know where we were and our status.

Calls were also made to the insurance company and the FAA. After calls were made, we drove up to the Pantry Café for a late breakfast while we waited to hear back about the trailer. We were driving the car that Ronn had left and insisted we use to get around. We returned to Lou's Lodge about the same time as Ronn. He did not have a line on a trailer but thought it would be a good idea to drive out to the airport and talk to the folks out there. The "folks" turned out to be Mark and Melissa Borgerson. Mark is a certified A&P with IA (inspection authorization), and from the airplanes and motorcycles in various stages of repair, an obvious jack-of-all-trades. Melissa, his wife, a Nurse also helped Mark in the shop.

They were both no-nonsense people and it was immediately apparent they were as kind, generous and willing to help as the other people we had met. After describing the wheel base of the plane, Melissa quickly headed home to hook up the double-wide snowmobile trailer to their truck. Melissa had gone home before the guys were done talking about it, was back at the airport in no time at all with the truck and trailer.

Out on the gravel road, Roy was taking the wheel pants off the plane and getting it ready to load up on to the trailer when the Sheriff showed up. He was quite curious about the situation and what we were going to do about the airplane. A short time later, a HUGE county gravel truck showed up to offer assistance. I think he might have heard about us on the police band on the CB. Roy and Mark rolled the nose of the plane up on to the trailer, with Ronn supervising. When the tail of the plane stuck down in the gravel, Melissa and I lifted up the empennage. I thought we had just lifted the tail of the plane out of the gravel but Roy said later we had the rear wheels off the ground and all they had to do was just tilt the trailer forward and roll the plane forward on to it. The gravel truck took the lead, the sheriff took the rear, Ronn joined the escort and 20 minutes later the plane was at DXX rolling in to an open hanger.

Roy: I met with FAA inspector, Mr. Rutan (no relationship) that afternoon. While answering questions, he asked to explain the oil system. The Rotax 912ULS uses a dry sump which means it has an external oil tank. When I touched the fitting where the oil is pulled out of the tank, the fitting was loose. I believe the low oil pressure and reduced oil temp was caused from mixing air with the oil that was being pulled from the tank. The dip stick



TOP: parked by the side of the road. MIDDLE: loaded onto the snowmobile trailer. BOTTOM: en route to the airport.

which is in the oil tank did not show any oil. There was some oil that came out of the quick drain of the oil tank. The propeller would still rotate and had some compression. I was not able to "burp" the oil tank by rotating the prop. (Normal procedure for checking oil level in a

Rotax 912 family engine is to pull the prop through until hearing a "burp" or "gurgle" caused by pumping the oil from the engine to the oil tank) Inspector Rutan asked me to fax copies of my Annual Condition Inspection and Altimeter, Transponder, Static inspection when I returned home. He expects this to be an incident, but needed to verify with his supervisor. As of this writing, no further action has been requested. The oil tank had been removed and the fitting tightened ~60 hours previous to the incident as part of the annual condition inspection. Did I leave it loose? Why was it OK for 60+ hours?)

We had a very pleasant evening in Madison Minnesota that evening, taking in a movie at the local theater, and trying out broasted chicken at DeToys restaurant. The movie times were not posted on the front of the theater, because everyone in town knows what time the movie starts. The highlight of the evening, besides the company of my wonderful sweetheart, was the huge bucket of real, fresh popped corn and root-beer served up by the polite young man at the concession stand. As we left the theater, we noticed that not a spec of trash was left behind. Everyone had carefully picked up their empty, cups, wrappers and empty pop-corn buckets and placed them in the trash can next to the door of the theater!

The following morning we set in to action figuring out what our next steps would be. We needed to get Roy's plane repaired and get it home somehow. It did not take us long to realize, after a few phone calls that anybody that had anything to do with Rotax engines or for that matter airplanes in general was in Oshkosh. That meant we also needed to get to Oshkosh. Our camping gear was there anyway and I still wanted to go to the EAA convention! I tracked down a rental car in a town about 40 miles away and went to ask Ronn how we might get a ride to pick up the car. In yet another overwhelming gesture of kindness, Roy asked what we were getting a rental car for when we could just use his car!! "To drive 400 miles to Oshkosh Wisconsin?!", we exclaimed. Ronn insisted, so we grabbed our bags and set out for Airplane Mecca.

On the drive there we had time to consider various options and formulate a plan. Roy would look for a new

engine at Oshkosh, bring it back to Madison and install it in the plane. The old engine would be sent to the "experts" to see if it could be re-built. If so, he would sell the engine as a rebuild. Seemed like a good plan to me. On the way back to Madison, Roy would drop me off at the Minneapolis airport so I could catch a commercial flight home. Not nearly as appealing as flying back in N601RT, but it would take a few days to swap out the engine and I needed to be back to work.

My GPS "Jack" guided us to Oshkosh and at 8pm that evening we were recounting our tale to our aviation compatriots over a beer near Oshkosh.

Miraculously, we managed to find a hotel room that night, as the shipping place at Oshkosh was long since closed for the day, and our camping gear was there. We enjoyed a view of the river from the deck-side restaurant at the hotel, while sipping martini's under a light rain. I think we were both still anxious about how things might turn out, yet relieved that we had made it this far. We looked over the EAA convention schedule of events for the next couple of days, and I once again caught the excitement of going to the Worlds Busiest Airport. After all, Harrison Ford was going to be there!

We found coffee and breakfast on the convention grounds the next morning, and then Roy set out to re-search the engine and I set off to enjoy the days events, starting with the seminar on flying the SR-71 Blackbird. By lunchtime Roy had a line on three engines, taking away some of the anxiety that he would even be able to find one there. Our next order of business was to find a place to camp. We were "airplane homeless" as we had arrived without our plane, and we hoped to find someone in homebuilt camping that would share a wing with us. We were still buoyed by the amazing generosity and warmth of the people of Madison, and I felt sure we would find a place to camp. The lesson here is those who have the least to share are often the most generous. After asking around in the RV community, since we know so



Larry's Zenith 801, and our campsite.

many of those folks from our local chapter, we eventually found a place to camp with Larry, from Wisconsin, under his Zenith 801.

Larry is a retired Chemistry professor, and turned out to enjoy our company as much as we did his. Our last night there, Larry joined us for dinner at "The Beer Tent" and we went to the John Travolta movie together. We had a great time.

The entire atmosphere sparks with enthusiasm at EAA Oshkosh, making it easy for us to relax, get in to vacation mode and have fun with all the activities the Convention has to offer. Roy continued to talk to "the experts" about the Rotax, we went to several seminars, tried our hands at sheet-metal work, browsed the Fly-Mart, and ooooh'd and ahhh'd as the Raptor blasted past at the afternoon air show. Roy went to some seminars on building his next plane, and I entertained my brain-cells at the "Physics of Flight" seminar.

Roy: My focus at OSH was learning about what may have happened to the engine and figuring out the best way to get the plane back to HIO. With the uncertain mechanical state of



TOP: New engine arrives on the scene.

MIDDLE: Off with the old...

BOTTOM: ...and on with the new.

the original engine and the location of the plane (DXX is in the middle of no where) buying a new engine and installing it seemed like the best choice for getting the plane home. There were at least three new Rotax 912ULS engines on display at OSH that were available for sale. I got the same price from all three vendors and made a purchase decision based on when the vendor would be OK with the engine leaving their booth and the payment method available. I finished the purchase of the engine and moved it to the borrowed car while Sandy was driving and squeezing rivets at a sheet metal workshop.

Thursday evening we went to the Zenith Aircraft builder's dinner. Word had spread rather quickly of our "off-airport" episode and Roy was asked to speak to the group and provide a first-hand account of the series of events and how the plane had performed. Following his presentation, much credit was also given to the Pilots exceptional performance. One very kind gentleman came up to me to share with me his "off-airport" landing experiences as a passenger. He felt it important for me to know that Roy's ability as a Pilot played no small part in our survival. I appreciated it, but that fact was not lost on me. He also wanted to encourage me to get back in the plane as soon as possible. Naturally, I had considered this during the past few days. To be honest, the evening we landed, the image of my young daughter was so firmly fixed in my mind that I was not sure I would ever be able to, but in the course of the rest of our journey, another image crept in: the warm glow of the western sunset brushing the tops of the Rocky Mountains. I would not want my daughter to live a life that did not include such moments of beauty and I could not either.

Roy: I spent the next three days in Madison installing and test-flying the new engine. Ronn checked in frequently, and Mark and Melissa were both near at hand to provide tools and help. I thought I could do the engine swap in 4-6 hours. I spent closer to 16 hours doing the work. When I removed the muffler from the original engine it had a new rattle. Removing the header pipe from the #2 cylinder (front left) revealed the reason for the rattle and for the

loss of power. The exhaust valve from the #2 cylinder broke. The piston had a hole in it. The banjo bolt when the oil returns to the oil tank had several parts of piston and/or valve in it. The stuff in the banjo bolt would explain why I was not able to "burp" the engine.)

It is remarkable to me that I could have an engine failure on a cross country trip, then buy a new engine and install it and only add four days to my total planned trip.

Nearly two weeks after we left for our trip, Roy and N601RT arrived safely back in HIO. It is said that there is never a problem without a gift for you in its hands. The challenges we faced during and after our "Off Airport" landing presented us with many gifts: the incredible warmth, kindness and generosity of the people of Madison, Larry's hospitality and companionship and last, but by far not least, Roy and I developed a new trust, depth and warmth to our relationship. The situation would have been a breaking point in many relationships, but we both felt it made ours stronger. Finally,

Roy and I would both like to extend our since Thanks to the Wonderful people of Madison - especially to Roger and his wife Carol, Ronn, Mark and Melissa.

(Editor's note: Sandy & Roy, we're sure glad things worked out as they did! And good job on getting down safely!)



Board Meeting Highlights

Your Chapter 105 Board

The latest meeting of the chapter board was held on 18 Sep, 2008.

Attending this evening: Randy Lervold, Jim Mitchell, Rion Bourgeois, Benton Holzwarth, Len Kauffman, Jenny Hickman, Dick VanGrunsvan, Ron Singh, Michelle Smith, Ralph Schildknecht and Dunstan (and Evan) Fandel.

The meeting was called to order at 7:05, and the first order of business, the minutes from the August meeting were approved as circulated.

- Hangar Report (Rion)
 - Occupancy is 'status quo.'
 - The WiFi installation in the project hangar has been moving slowly. We need to tap Steve Rosenstock for current status and push towards getting it set up. Benton and Ron will take a look at it over the Poker Run weekend.
- Breakfast Report (Len):
 - The instruction-cards are still being tweaked, but are working well.
 - Sneeze guard, fixed. Len has some extra plastic to reinforce it. We may want to make another one at some point. Joe notes that the county health inspector was particularly impressed that we had the partition between the customers and the food.
 - Food handlers cards: Rion, Tom, Len have their cards. Benton is dragging his feet. Ralph is interested in doing the program. Len reminds us it can be studied, tested, paid and our own FH card printed all on line at www.foodhandler.org.
 - Tables: (Previously reported some of the table tops are separating from their steel leg frames.) Jim Mitchell repaired a couple already, but was working as a breakfast was being set up for, so didn't complete the task then. He's replacing the screws that are pulling out with carriage bolts, and will take another run at it at the next opportunity.
 - Grits Pot: (Previously reported: Our grits pots are nearing the end of their service lives.) Mike was tasked with buying another. Benton will check with him as to whether he's shopped up another, and if not and he's not going to get to it, the board will look into getting it taken

care of before the October breakfast.

- We're now using 21 rotating volunteers per breakfast session. This works through the roster in about six months.
- Len has made up a sign along the lines of "KP Help Needed TODAY" to be displayed if/when our scheduled volunteers fail to materialize.
- Events - Poker Run (Jenny):
 - Shirts are in. Rob Hickman's RV is the honoree. (KelseyH held the best hand last year.)
 - Checking the weather reports, we're not certain the Newport and Tillamook stops will work. Jenny will be ready with additional decks at Twin Oaks for folks that can't complete the circuit. The decks and instructions have been delivered to our dealer-FBOs.
 - Jenny's starting to sort out and shop up food.
 - Registration starts at 10:00. Since playing is cheaper for chapter members vs. non-members (\$20 and \$25) Randy will make sure there are membership forms available, in case anyone wants to join before paying their entry fee.
 - For the dinner, Michelle has 37 advance signups. She's added a dozen to the order, planning for 49. The caterer is all cued up, will arrive at ~ 5:15. Ron will need help getting tables set up for the dinner. We expect there'll be plenty of folks around to help with that.
 - Bob has firewood staged for the evening campfires.
 - Rion has the \$100 bill and some of the other prizes organized.
 - We discussed rain contingency plans, but didn't arrive at any good alternatives.
- Finances (Jenny): We still have the \$15k CD and about \$10k in the checking account. Randy's rough guess is that we may be running just a little in the red for the year. We'll take a detailed look at the year's receipts and balances at the January planning session, and make new plans and goals for next year.
- Meeting Coordinator: Our coordinator for the last year is needing to give up the position. DunstanF earlier indicated some interest/trepidation in taking on the role, mostly because he doesn't know a lot of the members of the group and isn't actively building. He's agreeing, under duress, to take on the title as long as Randy works with him to fill the six or seven slots each year that don't have standing meetings (pie auction, xmas party, etc.)
- Chapter Officers for 2009:

- Each year the membership is offered the opportunity to nominate people for the four required officer positions (Prez, VP, Treas and Sec'y.) Knowing that if it were left to the general membership the positions would go unfilled, the board also proposes a slate that is willing to fill the slots. (And if other members accept nominations from the chapter we'd actually have to vote on it.)
- The board has engaged Randy to repeat as Prez, Ron Singh has agreed to fill the VP slot replacing Rion, and Jenny and Benton will repeat as Treasurer and Secretary, respectively. (Benton also agrees to cover the newsletter for another year.)
- In a surprise move, Michelle Smith has agreed to join the chapter board for '09. (Chapter bylaws call for a board of from 10-12 members. Chapter officers are automatically board members, but several additional people are needed to fill the slots.)
- Open Floor:
 - Young Eagles (Ron): The final organized YE event of the year was held in conjunction with the Sept chapter breakfast. Ron and Michelle posted flyers at three local libraries, posted a note on Craig's List and had the event listed on one of the TV station 'weekend happenings' lists. Most everyone that they asked said they'd seen the flyer at the library.
 - There were a good group of kids turned out and enough pilots to cover the rides.
 - Ron and Michelle believe the kick-off meeting at the beginning of the season was a good idea and contributed to the success this year, and the special edition chapter-YEPilot hats were a nice bene.
 - Ron and Michelle have agreed to head up the YE operation, but suggest we begin looking for someone to start training for the future. Ron believes the process is pretty 'turn key' now, but some introduction would be good. And it's really a two-person task -- a couple like Ron and Michelle works really well.
 - A year-end BBQ/Potluck party for the YE pilots is planned, to be held at the chapter project hangar.
- Upcoming Board Meetings:
 - With the end of the predictable flying weather and shorter days, the next meetings will be held away from the chapter hangar at Twin Oaks. Randy will find a location with meeting space (and preferably food) and let us know. McMenamain's at the corner of Jenkins and Cedar Hills Blvd is a possibility.
 - Last year we didn't hold board meetings in Nov or

Dec. We'll play it by ear whether we'll have them this year.

- Christmas Party (Jenny): Rob and Jenny Hickman have agreed to host the annual chapter Christmas party again this year. It'll likely be held at the Advanced Flight shop this time, for better parking and space.

- Little GeeBee: DickV reports that the Bogardus Little Gee Bee that the chapter restored has gone on display at the Udvar-Hazy facility of the Smithsonian/NASM near Dulles airport. Way cool. We'll get pictures as soon as we can.

- Don Methven:

- Norm Durell has been in contact with two of the chapter's charter members and set up an 'appreciation' for Don Methven over at Seaside where he lives now.

- Norm brought Don from his home in Seaside to the airport for a four-ship formation fly-by (Randy Lervold, Dan Miller, Pete Forsyth and Randall Henderson) and then with the RVs on the ground he was able to see some of the technology changes since he was active in the club.

- Norm also presented Don with a notebook filled with chapter memories including a reproduction of the original chapter charter.

- Future meetins: Some discussion was held on ideas for future meetings. DickV and Norm are considering a chapter history session.

With all business covered, the meeting 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



Partnership For Sale — 1/3rd or 1/2 RV-10 share. 2007 RV-10, 170 hours TT. 170 hrs on factory new IO540 engine and prop. Two AFS AF3500 EFIS with moving map, SL30 nav/com, Icom com, Garmin 327 xponder, Garmin intercom, TruTrak AP, Zaon XRX traffic, very sharp looking professional paint. Full interior with fiberglass panel and console. Email bruce.radke @xerox.com or 503-951-3669 for pictures. Located at Aurora. [12/08]



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call 503-236-9826 for pictures/info. [1/09]

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AEROFRAME Gallery — Aviation Merchandise and Custom Picture Framing — Located at the intersection

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ecaps.1@juno.com or 503-851-6375

Flying Machine Restorations — Besides painting, FMR, located at Pierce County Airport (Thun Field), offers 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. For more information, contact Gene Endsley at 206-300-1197 or g.endsley@comcast.net

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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.

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

July '08

- Jeff Baxter / 18 May 2008—Life and Death
- John Jessen / NW RV-10 Builder and Flyer Dinner
- Len Kauffman / Safety Thoughts: Airport Lighting
- Brian Moentenich / A Review of RV Accidents from 10 May, 2007 through 20 May, 2008
- Joe Blank / The 17th Annual NW RV Fly-In
- Benton Holzwarth / Parkside Perfect

August '08

- Brent Anderson / Bogardus Trophy Annual Presentation
- Rion Bourgeois + Benton Holzwarth / Arlington Fly-In photos
- Jim Hoak / Twin Oaks Young Eagle Event photos

September '08

- Randy Lervold / Sport Aviation Online
- Randy Lervold / Chapter 105, The Community
- John Jessen / RV-10 Builder's Dinner

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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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Make checks to "EAA Chapter 105"

For renewals, indicate name & **changed** information only — member info will go into the chapter roster.

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City/St/Zip: _____

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Fill 'er up! Ken Wardstrom and his father fly Bearhawk C-GZSY. Power is provided by a Rover V-8 through their self-designed PSRU. This stop was at Quilchena, BC.

Next General Meeting

VAF — Home Wing / Chapter 105

- Kim Vermilya's Stinson 108-2 Restoration
- Thursday Oct 9th, 2008 @ 7:00 PM
- 6219 SE Queen Rd, Portland
- Map on page 3

Next Board of Directors Meeting

- Thursday Oct 16th, 2008 @ 7:00 PM
- Location TBD — Contact a board member as the date approaches
- Contact a board member if you have ideas you'd like considered or to attend. Meetings are open to all members



To:

First Class Mail

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