



EAA 105

PORTLAND OREGON



December 2008

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Next Meetings

- **Dec 12th FRIDAY!**—Holiday Party at the Hickman's
- **Jan 31st**— Board Meeting (Annual Planning Meeting)
- **Dec 19th**—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

Jerry VanGrunsven, in his RV-8A, departs Twin Oaks on the first leg of this year's Poker Run event.

Breakfast KP Duty

Saturday, December 6th, 2008

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Wendell Foltz	Ed Hayden
Ray Haas	Allen Jobe
Bill Inman	Dave Laakso
Bill Kenny	Ed Lynn
John Krogh	Steve Mahoney
Jack Lettieri	Everett Mellish
Dave Lowry	Dave Mercer
Rick Mandrell	Ted Millar
Gary Miller	Jim Mitchell
Shannon Miller	Bob Patterson
Benton — Cashier	Johnny Pruett

Saturday, January 3rd, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
David James	Jim Maddox
Harmon Lange	Randy Reinhofer
Edwin Miller	Ken Rentmeester
Bob Norton	Charles Rice
Steve Payne	Leejay Robles
Ron Poe	Tom Sampson
John Polos	Ralph Schildknecht
Tim Porter	David Sellers
Scott Price	Brian Sheets
Daryl Sahnnow	Ron Singh
Randy L — Cashier	Terry Smith

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

Loose Bits
Malcolm Buffum—Rion sends news that long time member and past chapter prez, Malcolm Buffum, died Sept 24th. He adds Malcolm owned a share of the 7ECA Champ, N11067, over at HIO in which a lot of folks built up tailwheel time while building their projects.

Disney Does Flush Riveting—In a training film, circa 1942. <http://www.youtube.com/watch?v=lagnAgHvcWQ>
aka <http://tinyurl.com/5qlbtb>

TSA's Dangerous New Proposal—(via AVweb) TSA has proposed a rule to expand airline-style security measures to private (i.e. Part 91) operations of aircraft weighing more than 12,500 pounds. The new proposal was formally released October 30, 2008. That date also started a 60-day period during which the TSA is accepting comments from the public...

[Perhaps you don't fly larger planes, but think about changes in our routine access to airports that support them, like HIO UAO or TTD. —Ed.]

http://www.avweb.com/blogs/insider/AVwebInsiderBlog_TSAProposal_199114-1.html
aka <http://tinyurl.com/6d7fhp>

WAAS Approaches Outnumber ILS—(also via AVweb) The FAA recently commissioned its 1,333rd WAAS approach (technically known as Localizer Performance with Vertical guidance or LPV) and that means there are now more of them than ILS approaches. The agency calls it a milestone in the transition to universal space-based navigation. The system is in use at 833 airports and the agency says it's planning to add 500 approaches a year until every qualifying runway in the U.S. has one. "This is clearly a turning point for aviation and the way pilots navigate," the agency said in a news release.

GA Int'l Travel Rule Debuts with Mixed Reviews—(via AOPA) Customs and Border Protection officials listened, in part, to general aviation pilots concerns regarding its proposal for advance information on private aircraft arriving and departing the United States. In its final rule, the agency mitigated some of the concerns that were raised, but it still imposes new security requirements.

http://www.aopa.org/advocacy/articles/2008/081118cbp.html?WT.mc_id=081121epilot&WT.mc_sect=tts
aka <http://tinyurl.com/55kjyb>

SAFETY THOUGHTS

IFR GOTCHAS

Len Kauffman



According to the November 2008 IFR Refresher, 62% of all pilots are instrument rated. If that's anywhere close to representing EAA pilots it's probably worthwhile giving some attention to IFR procedures. So let's look at a few areas with potential to reach out and bite us.

Here's the first scenario. You're cleared for the ILS RWY 16 approach at Newport, Oregon (ONP). Seattle Center advises that an aircraft is on the ground waiting for IFR departure and requests that you cancel as soon as possible. AWOS is calling 600 overcast and 2 miles. You break out as expected and have the runway in sight. To accommodate Center and the guy on the ground you flip back to Center, cancel IFR, and return to CTAF prior to landing. Guess what - the guy you're trying to help complains to Seattle and you're busted!

This is not a fictitious story, it actually happened at Newport last year. The issue here is the type of airspace over the airport. The Sectional (Figure 1) shows a broken line around the airport to indicate Class E airspace beginning at the surface. To fly VFR in Class E you need VFR weather and standard cloud clearance. The 600 overcast and 2 miles visibility would not allow canceling IFR until actually on the ground.

At Tillamook (Figure 2) there is no broken line around the airport. The magenta shading

indicates Class E Airspace begins at 700 feet above the surface. Below 700 AGL we're in Class G Airspace and could legally cancel IFR as long as we have 1-mile visibility and remain clear of clouds (at night we'd need 3 miles and standard cloud clearance). It would not be wise to cancel in poor weather, however, if there is any risk of losing sight of the runway or going around for any reason. We'd need ATC ready to pick us up.



Figure 2: Tillamook airport (TMK)

cancel IFR there, it's possible for the other aircraft to be released by ATC and take off right in front of us - especially in low visibility when we might be hard to see. Then we're forced to go-around over the top of a climbing aircraft in bad weather without a clearance. Not pretty.

It's important to always know the type of airspace over the landing airport and the weather requirements. A conservative position would be to never cancel IFR until AFTER landing whenever the weather is below VFR minimums.

Here's another situation. Let's say you'll fly the GPS RWY 23 at Shelton, Washington (Figure 3). Seattle Approach clears you direct CARRO intersection and for the approach. You cross CARRO and head for OYRED. You

don't see a "NoPT" (No Procedure Turn) on that segment and conclude that the hold-in-lieu-of-PT must be flown for a course reversal in order to line up on final. As you fly outbound you're shocked to get a harsh call from ATC chastising you for not flying inbound from OYRED. Damn!

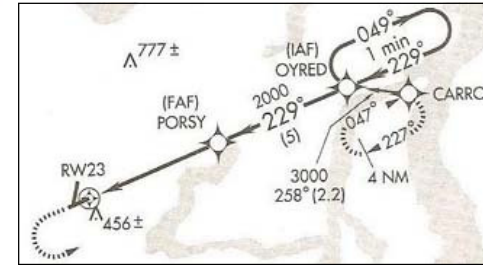


Figure 3: Shelton/Sanderson Field GPS RWY 23 (place or date, unfortunately). The pilot turned outbound from the IAF. ATC expected him to turn inbound for a straight-in and had cleared another aircraft through the Procedure Turn area at the same altitude.

Unfortunately, there can be a difference between what approach charts tell pilots to do and what ATC may expect. In the case of Shelton, the head controller at Seattle Approach Control stated by phone that they expect pilots to use the CARRO to OYRED segment as a No Procedure Turn transition for a straight-in. They were unaware that our approach charts indicate otherwise. The Charting office in Oklahoma City acknowledges that ATC is incorrect in this case but there appears to be little or no communication between chart makers and local controllers.

I had a similar experience on the GPS approach at Petaluma, CA, arriving from the north where the hold-in-lieu-of-PT was required. I was surprised when ATC asked if I planned to fly the course reversal - as if I had a choice. In his mind I apparently did.

Recently I've noticed that more approach clearances include specific instruction to either perform the Procedure Turn or to make a straight-in approach and omit the PT. Perhaps this situation is improving, but it's important to ask ATC for clarification if there is any doubt.

Another issue is availability of all essential NOTAMS for IFR flight. There is potential for a huge gotcha here since Flight Service Station (FSS) briefings may not include

A situation like this occurred somewhere back east and nearly caused a mid-air (I don't have

Figure 1: Newport airport (ONP)

some very important Flight Data Center (FDC) NOTAMS. These NOTAMS deal with IFR procedures, flight restrictions and aeronautical chart revisions. They may affect minimums, missed approach procedures, frequencies or even indicate approaches that are temporarily not authorized. There are permanent and temporary NOTAMS and each has its own potential catch.

Permanent changes are included in FSS NOTAMS briefings until they are incorporated in the next cycle of your approach plate publication. For NACO users it would be the Terminal Procedures Publication (TPP) that is printed every 56 days, or the Change Notice (CN) published at the midpoint between TPP revisions. If you buy NACO approach charts from your local FBO you're not likely to find the Change Notice and you would not be aware of significant changes for 28 days - when the next TPP is published. A subscription to NACO approach charts includes Change Notices. Jeppesen users are covered by normal revisions.

A larger problem exists with temporary FDC NOTAMS that remain in effect for an extended period of time. Since they are "temporary" they will NOT be included in the approach procedure publication or Airport/Facility Directory. After a while (28 or 56 days according to the HIO FSDO) they are placed in the Notices To Airmen Publication (NTAP) and are NOT available on FSS computers. Pilots must ask the briefer to check the NTAP. Temporary Flight Restrictions (TFRs), however, remain available to FSS briefers and do not go into the NTAP.

I spoke with Seattle FSS and was told that pilots rarely ask for NTAP FDC NOTAMS. The Seattle office usually has around 10 briefers on station but only one NTAP. Obviously they aren't prepared for a large number of pilots to ask for it. That might explain the two or three times I've requested a check of the NTAP and was told it wasn't available.

DUAT/DUATS users are better protected since these NTAP NOTAMS should be included in the briefing. Unfortunately, I'm told there are glitches at times and some may be missing. That's comforting! Apparently we can't fully trust DUAT/DUATS briefings either.

It may not be a frequent problem, but it's quite possible for a pilot to be unaware of a NOTAM that could very well affect safety of flight or lead to FAA enforcement

action. FAA and FSS folks admit it could be a serious issue but the only solution at this time is for pilots to protect themselves. Ask the briefer to check the Notices To Airmen Publication. Carefully read DUAT/DUATS NOTAMS. If you use NACO charts, subscribe to TPP service so you'll receive Change Notices. And check the NTAP yourself.

Annual subscription for the printed NTAP is \$155. However, it can be downloaded from the faa.gov website for free. Click on the Airports & Air Traffic tab near the top - select Air Traffic on the left - click on Notices to Airmen Publication (last item under Flight Information) - check for the current version and click on the PDF file. Save it on your hard drive and check it before every IFR flight. Airports are listed by state. Download the new version every 28 days.

The current NTAP is dated November 20 and is effective till December 17 - a hefty 455 pages. It includes FDC NOTAMS for Klamath Falls, Medford, North Bend, Ontario and Portland. It's a good idea to print a copy of the states where you usually fly and keep it with your flight gear.

Now let's look at the Visual Descent Point (VDP). I'm sure all instrument rated pilots are familiar with them, but do we always use them? A VDP is a specific point on a non-precision straight-in approach where a normal descent should begin from Minimum Descent Altitude (MDA) to the runway touchdown point. Some approaches depict the VDP with a "V" on the profile view. Figure 4 shows one 2.4 NM from JUROD. But most non-precision approaches don't have a published VDP so we'll need to compute one.

Why do we need a VDP? Well, imagine descending on a non-precision approach and breaking out of the clouds at MDA at or near the Missed Approach Point (MAP). A MAP could be at the runway threshold, a fixed distance from the runway or at a VOR or NDB anywhere on the airport. With a typical MDA anywhere from 500 to 1000 feet AGL it would be impossible to make a safe straight-in landing from that point. Now try it using a VDP. Plan the descent to reach MDA at the VDP and you'll be in an ideal position for a normal landing if required visual reference is established. Descent from MDA should not begin prior to the VDP.

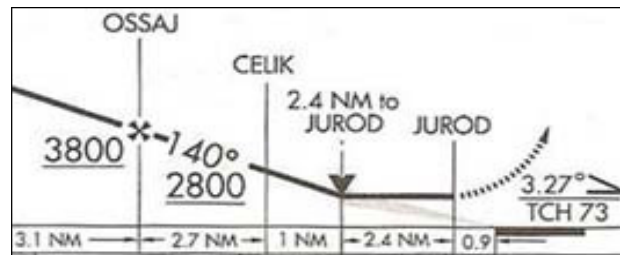


Figure 4: Visual Descent Point

How do you compute a VDP if it's not on the chart? First, find the Height Above Touchdown (HAT) - the difference between MDA and touchdown zone elevation (TDZE). Divide HAT by 300. The resulting number represents the distance in miles from the touchdown zone to the VDP. If HAT is 700 feet the VDP would be 2.3 miles from the runway (700/300). Since a missed approach point on a GPS approach is usually the approach end of the runway, simply place the VDP 2.3 miles from the MAP. If MAP is a VOR or NDB, adjust the number by the distance from the runway threshold to the VOR or NDB. Reaching MDA at the VDP will consistently put the airport in about the same spot on the windshield and help make landings "normal" and safe.

If the missed approach point is based on time, decrease the time by 10% of the HAT. With a time of 3:20 (FAF to MAP) and 700' HAT, reduce the time by 10% of 700 or 70 seconds. VDP would be 2:10 after passing the Final Approach Fix.

If the runway is not in sight at the VDP we should expect to fly the missed approach. We must, of course, fly to the MAP before initiating the missed approach procedure.

Finally, we can't forget the requirement to have logged a VOR receiver accuracy check within the preceding 30 days of flying IFR in the VOR system. This is an easy one to forget. AIM 1-1-4 and FAR 91.171 describe methods of checking a VOR. FAA inspectors do make ramp checks and pilots are violated for failure to do so.

Like other areas of flying, operating safely in the IFR environment takes practice and attention to detail. I've found it helpful to meet with a friend every couple months to discuss issues that we've encountered or read about - like those above. It helps to stay on top of the game.

Meeting Coordinator:

Walt Foster

rvaitor1@yahoo.com

503-690-3488



Program: Annual EAA-105 Holiday Party at the Hickman's Home on Dietz Airpark

Location: 24172 S. Skylane Dr., Canby

Date/Time: Friday, Dec 12th @ 6:00 PM

Phone: 503-651-2230

December is our annual Christmas party, and Rob and Jenny Hickman have graciously offered to host it once again, in their beautiful house on Dietz Airpark in Canby.

As in previous years, this is more of a social event than our usual, project-oriented meetings, and will include award presentations and much merrymaking. The chapter will not be providing spirits however, so be sure to bring a bottle if you so desire.

And if you just can't stand not seeing an airplane, you can walk over to their huge, attached hangar and check



Meeting Planning

Dunstan Fandel has taken over the meeting venue planning from Walt Foster, who has handled the task this year. If you have a project you'd like to share with the chapter, he'd would love to hear from you. dunstan.fandel@sun.com or 503-614-9737.

out Rob's stable of aircraft, and of course all his cool Advanced Flight Systems stuff.

Directions

Driving—Take I-5 to Aurora exit to 99E to Canby. When you get to Canby turn right on Ivy. Go three blocks to the first left turn which is Township. Go east on Township, out of town past the graveyard to a 4 way stop. Go straight through the 4 way stop, and 1.2 miles further on you'll see a low brick wall with mailboxes and the name Dietz Airpark. Turn right onto the road/taxiway which is Skylane Dr.

Flying—Not recommended for this gig. It'll be well after dark by the time we start and Dietz has reflectors but no lighting. There are trees at the south end and if you're not familiar with where they are... well, 'nuff said.

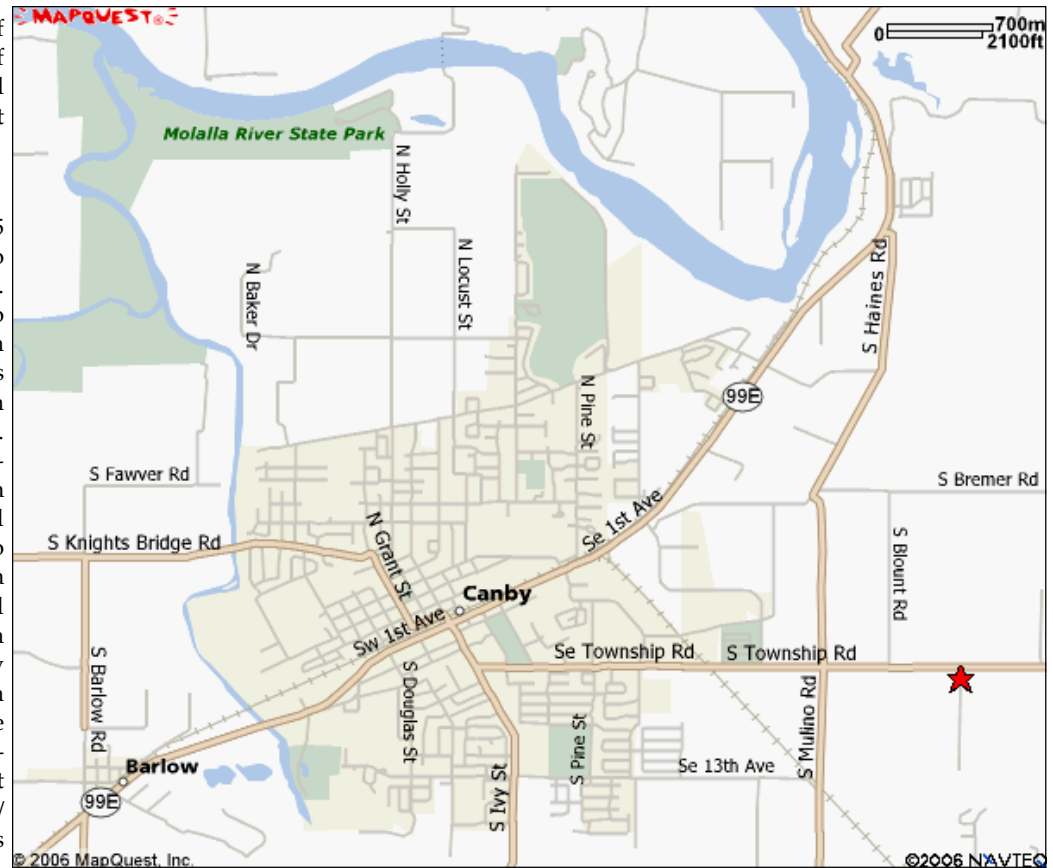
Meeting ideas and sites are always needed. Interested in hosting a meeting? Contact the Meeting Coordinator.

Future Meetings:

- Jan—TBD
- Feb—TBD

About the meetings...

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



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!

November — Must be Pie Auction Time!

Benton Holzwarth



The November meeting combined our annual Pie Auction event and election of next year's officers. Randy covered the regular business, introducing the board's slate of proposed officers. Since there were no challenges to the proposed slate of officers, the voting was dispensed with and the new officers were announced. Rion had agreed to only a one-year stint as VP, so this year we've cajoled Ron Singh into taking that spot. He agrees on the condition we begin looking for someone to bring up to speed as a new Young Eagles Coordinator. Additionally Michelle Smith joins the chapter Board of Directors this year. Welcome aboard Ron and Michelle. Rion was nominated to a director position from the floor.

Chapter Officers & Directors

Chapter officers are the same as last year, except at the VP position: Randy Lervold, Pres; Ron Singh, VP; Benton Holzwarth, Sec'y; and Jenny Hickman, Treas.

Chapter bylaws allow the board to recommend up to 12 of the board positions, but allows for up to 15 directors to reserve some slots for nomination from the members. The board proposed: Randy Lervold, Ron Singh, Jenny Hickman, Benton Holzwarth, Mike McGee, Tom Louris, Jim Mitchell, Ralph Schildknecht, Joe Miller, Len Kauffman, Dunstan Fandel, Dick VanGrunsven and Michelle Smith. Rion Bourgeois and Jerry VanGrunsven were nominated from the floor and accepted.

On to the Auction...

With that official business covered, the evening entertainment was begun. Rion presided as auctioneer with the able assistance of Kelsey Hickman presenting the pies for our approval.

It's always a hoot watching folks fight over the most desirable delectables. Some of the treats went for as much as \$30+ each. By the end of the evening, the chapter was ~\$400 richer, and a few tens of thousands of calories went home with the lucky winners.



Michelle Smith makes her bid.



Shannon Miller takes a shot at his choice.



*The evening's guests of honor.
Randy Lervold covers the general business.
Kelsey Hickman and Rion Bourgeois handle the auction.*

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 (last issue [mm/yy]) and may be renewed or adjusted by contacting the editor.

Parting out 2003 RV-8A—NDH, all components 125 hrs SFNEW. Complete firewall forward, includes Lyc O-360-A1A, Hart BA CS, MT gov, exhaust, baffles, all engine accessories, spinner, running strong. \$30K. Also, have TruTrak (Digitrak) wing leveler w/ GPS mod. Ron @ 360-609-7247 [03/09]

For Sale—'67 C-172 'H' Original paint & interior, always hangared. No major damage history. Only two owners. NavCom & xpdr, Cont O-300, 1390 TT. \$24,500 Contact James Rivera 503-515-5244 or JRivera@telport.com [03/09]

For Sale—RV8A Engine/CS Prop XP IO360 with MT Prop \$35,000 See details on this and many more RV parts and supplies at www.rv8projectparts.net Contact: leftylem73@live.com 541-563-4475 Jesse Laub Waldport, OR [2/09]

For Sale—Partially completed RV8A kit. Van's quick build fuselage, wing kit 90% complete, empennage 90% complete. Selling for \$19,000. Wings and fuselage at 7-1-08 prices would cost \$22,310 plus \$1,550 for tail kit. Another option available is a fire wall forward from an RV8A. Contact Ron Graff 360-903-6026 (cell) or graffr@baxter.com [2/09]

Full Set RV-3 Plans — plus updates till they were stopped.. Never been used.... has a builders number. Best Offer for all... 419-636-4635 Ron Thompson [2/09]

For Sale - Airplane (RV6A) and Hangar (SLE) N67GM has 161 hrs TT, Powersport Lycoming 160hp 0320 engine with Sensenich metal prop and nice panel with ACS 2000 Engine Monitor. Airplane alone \$63,900. Hangar (36'X48') alone \$48,900 (requires city of Salem lease). Or you can buy both for \$110,000 a savings of \$2800. Must see this combination to appreciate them. Contact Gary Miller At: millergihite@aol.com or 503-982-5615 [2/09]



1/5 Share For Sale — 1973 Cessna 172M, 4460 hours TT, 730 hours SMOH. Full IFR, Garmin 296, based at Pearson (VUO). \$14,500. Nice flying airplane and great partners. Email rustkautz@msn.com or call 503-236-9826 for pictures/info. [1/09]



Partnership For Sale — 1/3 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]

Open for Business



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

Duckworks Landing Lights — Standard kits start at \$75. Round Halogen and Xenon HID lights are available for new installations and upgrades of our kits and others. For details/pricing see www.duckworksaviation.com or call 503-543-3653



AEROFRAME Gallery — Aviation Merchandise and Custom Picture Framing — Located at the intersection of I-205 and 99E (McLoughlin Blvd.) in the Oregon City Shopping Center, AEROFRAME Gallery offers a huge selection of collectible airplane models, aviation art, and aviation related items for all ages. Non aviation art is also available. Visit the gallery and/or the website to view the gallery, its items, and the custom frame selections. 503-557-1333 www.aeroframegallery.com

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mountain survival awareness, density altitude performance concerns and squirrely winds. Competitive rates; we specialize in teaching you the nuts & bolts of practical, safe flying! www.gorgewindsinc.com; call Dr. Delcy Palk, Chief Flight Inst. 503-329-7380 or 503-665-2823

Bill Esther Engraving — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html ecaps.1@juno.com or 503-851-6375

Flying Machine Restorations —

Besides 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

Kelley's Experimental Air, Inc— Assist to Build Home-built Aircraft Center & General & LSA Maintenance Repair Facility, Cottage Grove Airport 541-968-9328

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Brentz Enterprises — Tail Lynx — Tail steering springs made from aircraft-grade materials. Small, strong, streamlined and all Stainless steel. Now available through Van's Aircraft — www.vansaircraft.com or 503-678-6545



2006-07 Feature Article Index

This section chronicles our contributors for the previous 12 months (thank you authors and photographers!) and in the January issue provides a complete index to the previous year's articles. —Ed.

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

- Jenny Hickman + Randy Lervold / Poker Run Plans
- Randy Lervold / Sport Aviation Online
- Randy Lervold / Chapter 105, The Community
- John Jessen / RV-10 Builder's Dinner

October '08

- Len Kauffman / Safety Thoughts: Survival Gear
- Rion Bourgeois / Deja Vu All Over Again (Poker Run Report)
- Sandra Bes + Roy Thoma / Roy and Sandra's Oshkosh Adventure or, Gravel Road Landing Procedures and Engine Replacement Methodology and Practice

November '08

- Rob Reese + Scott Lane / New Members
- Rion Bourgeois / A Labor of Love (Stinson rebuild)
- Carl Dugger / First Flight of Carl Dugger's RV-9A N239RV
- Rion Bourgeois / YE Pilot's Potluck



And another bidder makes their play at the annual chapter Pie Auction.

Order Your Chapter Name Tag!



- 1" x 3" custom printed nametag
- Chapter 105 logo in color
- Show your chapter colors at events and meetings
- \$7.50 for one line (Name only) — \$8.50 for Name + 2nd line (Type and/or Reg-number)
- Tags will be mailed to the member

Send to: Dunstan Fandel
5268 NW 151st Terrace
Portland OR, 97229

Name: _____

2nd Line: _____

(Please Print Clearly!)

Addr: _____

City/St/Zip: _____

"Contact!" Chapter Officers and Staff

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Vice President, Director, Facilities Mgr & Legal Counsel	Rion Bourgeois rion@att.net	503-646-8763 h
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Treasurer & Poker Run Coord	Jennifer Hickman jennhickman@aol.com	503-651-2230 h
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Director & Facilities Mgr	Ralph Schildknecht ralphranger@earthlink.net	503-968-0166 h
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Director & Breakfast Crew Chief	Len Kauffman lakauf@comcast.net	503-885-1920 h
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Director & Youth Activities Coord	Ron Singh rsingh75@comcast.net	503-646-2144
Director & Bogardus Trust Liaison	Dick VanGrunsven engineering2@vansaircraft.com	503-678-6545 x327
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Director & Ad Hoc Projects	Dunstan Fandel dunstan.fandel@sun.com	503-614-9737 h

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Membership Registration / Renewal Form EAA Chapter 105 — www.eaa105.org

Send to: Randy Lervold
5228 NW 14th Circle
Camas, WA 98607

Dues: \$20/yr e-delivery of newsletter
\$25/yr for mailed paper newsletter
Make checks to "EAA Chapter 105"

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

New Renewal
 E-delivery (\$20) Paper delivery (\$25)

Name: _____

Renewing multiple years: ____yrs, ____ \$total

Address: _____

City/St/Zip: _____

Nat'l EAA #: _____

Home Ph: _____

Own / Fly: _____

Work Ph: _____

Current Project: _____

Cell Ph: _____

Completed Projects: _____

E-Mail: _____

Comments: _____

Spouse's Name: _____



Google is hosting a huge collection of photographs from LIFE magazine, now. It's all searchable, just plug in your keywords. Start here:
<http://images.google.com/images?q=Air+History+source:life>
aka <http://tinyurl.com/6hllw6>

Next General Meeting

VAF — Home Wing / Chapter 105

- Holiday Party at Casa Hickman
- Dietz Airpark, Canby
- **FRIDAY** Dec 12th, 2008 @ 6:00 PM
- Map on page 5

Next Board of Directors Meeting

- Saturday Jan 31st, 2008 @ 8:00 AM
- Our annual, all day 'Planning' session
- Contact a board member if you have ideas you'd like considered or to attend. Meetings are open to all members

EAA Chapter 105

Volume 48 / Number 12 / December 2008

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