



EAA 105

PORTLAND OREGON



January 2009

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Next Meetings

- **Jan 8th** 7:00 PM— **No general meeting this month.** If you'd like to volunteer your project or program for a club visit, Dunstan Fandel would like to hear from you
- **Jan 31st** Our annual chapter "all-day planning session" board meeting will be held on Saturday the 31st, this year.
- **Jan 15th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline



On the Cover

Dan Harris departs Twin Oaks on another Young Eagles sortie following the December Pancake Breakfast. He's flying his 1969 7-GCBC Citabria (N3464D).

Breakfast KP Duty

Saturday, January 3rd, 2009

| | |
|-------------------|--------------------|
| 7:00 AM — 9:00 AM | 9:00 AM — Cleanup |
| Dave James | Allen Jobe |
| Harmon Lange | John Polos |
| Edwin Miller | Randy Reinhofer |
| Robert Norton | Ken Rentmeester |
| Steve Payne | Charles Rice |
| Ron Poe | Leejay Robles |
| Scott Price | Ralph Schildknecht |
| Daryl Sahnaw | David Sellers |
| Tom Sampson | Terry Smith |
| Martha Sampson | Colin Strong |
| Randy L — Cashier | Mike Terrell |

Saturday, February 7th, 2009

| | |
|-------------------|--------------------|
| 7:00 AM — 9:00 AM | 9:00 AM — Cleanup |
| Louise Lane | Richard Suffoletto |
| Tim Porter | Bruce Swayze |
| Johnny Pruett | Jake Thiessen |
| Ron Singh | Roy Thoma |
| Mike Seager | Robert Toppel |
| Kerry Stevens | Ron VanBladeren |
| Chris Stone | Richard Vanderford |
| Stan VanGrunsven | Kim Vermilya |
| Dick VanGrunsven | Art Waldal |
| Jerry VanGrunsven | Ken Warner |
| Randy G — Cashier | Don Wentz |

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

Loose Bits

Rachel's Lentil Soup

—as served at the Holiday party at the Hickman's. Dru Bourgeois explains the recipe was taken directly from the Bob's Red Mill lentil package, with her own embellishments in parenthesis:

- | | |
|----------|---|
| 1 | Onion, chopped |
| 1/4 cup | Olive oil |
| 2 | Carrots, diced |
| 2 stalks | Celery, chopped |
| 2 cloves | Garlic, minced |
| 1 tsp. | dried Oregano |
| 1 | Bay leaf |
| 1 tsp. | dried Basil |
| 1 can | (14.5 oz) crushed Tomatoes |
| 2 cups | Bob's Red Mill Lentils (or any dried lentils) |
| 8 cups | Water (I used 2 quarts vegetable broth—chicken broth is good, too) |
| 1/2 cup | Spinach, rinsed and thinly sliced (I use a generous handful and don't bother slicing) |
| 2 Tbsp. | Vinegar (I use red, but any type will do) |
| | Salt and Pepper to taste |

In a large soup pot, heat oil over medium heat. Add onions, carrots and celery; cook and stir until onion is tender. Stir in garlic, bay leaf, oregano, and basil; cook for 2 minutes. Stir in lentils and add water (or broth) and tomatoes. Bring to a boil. Reduce heat and simmer for at least 1 hour, (stirring often.) When ready to serve, stir in spinach and cook until it wilts. Stir in vinegar and season to taste with salt and pepper, and more vinegar if desired.

(I served with a sprinkle of grated parmesan cheese and chopped flat-leaf parsley.)

Bon appetit!

Dru

RVator

While you're remembering to renew your EAA 105 dues, don't forget the RVator! I know I'm not alone in forgetting that all the time...

Also did you know Vans will give you a free years subscription if you submit an article? I've done this several times though they're just as prone to forget so be sure to remind them come the end of the year that you did that and are due a free year for your efforts.

Meeting Coordinator:

Dunstan Fandel

dunstan.fandel@sun.com

503-614-9737 (H)



Program: No Program This Month

Location:

Date/Time:

Phone:

No meeting for January '09

Sorry, we couldn't find a venue for January so there will *not be a meeting*. This leads to a larger discussion however that the board will be discussing at the January 31st annual planning meeting: what type of meetings do our members prefer? Based on the results of the membership survey we conducted in October we will be reviewing the results and may make some changes in the type of meetings you see scheduled.

Don't worry, this is an active hands-on chapter, that won't change. We are still seeking meeting ideas, primarily two types: active aircraft projects, and presentations from vendors or people with expertise in the things either builders or flyers (preferably both) would find interesting. If you have an idea or would like to host a meet-



Meeting Planning

Dunstan Fandel handles the meeting/project scheduling. If you have a project you'd like to share with the chapter, he'd would appreciate hearing from you. dunstan.fandel@sun.com or 503-614-9737.

ing please contact our new meeting coordinator, Dunstan Fandel, at 503-313-7109 or dunstan.fandel@sun.com.

Plane Pool!

Members who plan to fly to the meeting are encouraged to take this opportunity to share any empty seats with still-building types.

Future Meetings

- Feb — TBD
- Mar — RV-9A project
- Apr — TBD

About the meetings...

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

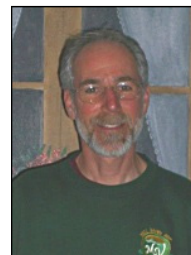
The structure of the meetings is pretty loose. The first 40 minutes or so is generally spent socializing, eating chips and dip, and checking out the project. Then we get down to "business", with introductions of new members and guests, milestones, discussions of group issues, open items, and the host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

New Members and Members in New Places

New member **Bruce Rose** wrote an intro—



My name is Bruce Rose and I have lived in Oregon for 40 years after spending the first ten years of my life in Texas. My wife and our two children have lived in our present house for the past 20 years overlooking the Hillsboro and Twin Oaks airports. This past spring I retired from the electronics industry (jobs at Tektronix, Mentor Graphics, Intel and others) and am taking flying lessons at Twin Oaks.

I have been active in model aviation (gliders and electrics) for about 35 years. I am a member of the EAA and AOPA and have volunteered as the ASN (AOPA Airport Support Network) representative for Twin Oaks. I presently have no plans to build an airplane, but do have a garage containing woodworking tools, a metal lathe, a milling machine, welders (gas, arc, MIG and TIG) and a plasma cutter.

I have many learning projects in mind and welcome others to learn with me or provide guidance regarding proficient use of these tools. Other hobbies include bicycling, hiking, camping and canoeing.



Right: Tim Mix departs Twin Oaks in his Cessna 140, following the December Pancake Breakfast.

SAFETY THOUGHTS

"Don't do nuthin' dumb"

Len Kauffman



The October AOPA PILOT's "Never Again" column tells the harrowing story of a Pitts pilot when his canopy broke up in flight. In the process the rear portion of the canopy twisted forward against his helmet and jammed his chin down to his chest - keeping it there. His only view of the outside world was through Lexan floor and side panels. He said he had to chuckle with a close up look at a placard on the instrument panel, "Don't do nuthin' dumb". While most of us aren't likely to deal with a situation quite like this, I have to say that placard grabbed my interest.

We read that most accidents are caused by pilot error. A number of general aviation flights here in the northwest have ended in disaster over the past few years that appear related to bad judgment. A pilot crashes on an ILS in weather below minimums, a non-instrument rated pilot kills himself and a friend on an IFR flight in icing conditions, a pilot banks sharply immediately after takeoff and crashes from an accelerated stall, another turns back to the airport when engine fails soon after takeoff, a pilot attempts to fly VFR in near zero-zero weather, and on and on.

Len would like to remind everyone that this Safety column isn't his sole domain. He encourages anyone that notes a dangerous situation or procedure or that learns a new habit that improves their safety to share it with the rest of us. Forward your ideas to Len or directly to the editor. We can help with diagrams and proofreading. —Ed.

We're all aware of factors that affect our decision-making ability. Things like fatigue, stress, illness, medications, alcohol, hunger (low blood sugar), being in a hurry, get-home-itis, a desire to show off and such. They come in varying degrees, and at higher levels we simply shouldn't fly. Alcohol and certain meds at any level, of course, are a no-go. Other levels must be evaluated for the effect they might have on good sense.

Our mental, emotional and physical conditions are important for safety of flight - just as flying skills and knowledge of our airplane. It's the whole package that helps us avoid doing something dumb.

My wife, Sheri, and I were watching the St. Olaf Choir Christmas Special on television in mid-December. Having studied voice and piano for nearly 20 years, she knows and appreciates good music. Watching and listening intently with an approving smile, she said, "What a wonderful performance, such discipline, such concentration". While I can't appreciate their fine performance to the same extent, I can appreciate discipline and concentration in activities where I have a little more knowledge, like flying. There are professional pilots (those not paid as well as those who are) with similar discipline, concentration and preparation. They are probably less likely to do something dumb.

I'm reminded of members of our chapter who fly formation. You've probably seen them. They've all studied the T-34 Formation Flight Manual, Formation Flying, Inc. Manual and supplements. Each flight begins with a detailed briefing. Flights carefully follow established procedures. They end with a debrief of strengths and weaknesses on overall and individual performances. It's a study in discipline and concentration and a good way to improve pilot skills.

We can all do similar things to improve our professionalism: Review our aircraft manual, maintain flying skills, have regular "hangar talks" with knowledgeable pilots, read aviation magazines and books that cover safety issues, take AOPA Air Safety Foundation interactive courses, attend safety seminars, etc. If we don't get to fly often, we may need to go up with an instructor more than once every two years. The more we read, think, talk and understand flying, the better chance we'll make good decisions.

For 2009, think I'll make a new year's resolution - "Don't do nuthin' dumb".

Oh, our friend in the Pitts - he kept his cool and was able to make a successful landing. If you'd like to see how he pulled it off, find your October 2008 AOPA PILOT and turn to page 122.

Who Was that Lady in Leathers?



The glorious December Pancake Breakfast weather brought out many planes, a group of really nice Young Eagles, who joined us for breakfast before their flights, and a Lady in Leathers with photographer in tow. For the lead-up story check the exchange on the 105-Forums:

<http://www.eaa105.org/Forums/showthread.php?t=112>
aka <http://tinyurl.com/8x33sm> and
<http://www.eaa105.org/Forums/showthread.php?t=116> aka <http://tinyurl.com/7noueu>

Photo: Jim Hoak

Young Eagle Sortie — December 2008

Photos Jim Hoak and Benton Holzwarth



Above: Jim Hoak falls back on the age-old hand motions to describe airplane movement. Michelle Smith and Ron Singh at YE-HQ.



Above: Dave Salesky, Tom Louris and Gary Dunfee provide their mounts for YE rides.



Our Holiday Get Together at the Hickman's

Benton Holzwarth

It's been several years now that our chapter has met for our December meeting at Rob and Jenny Hickman's home. This year, with Dru Bourgeois' help cooking, they put on a great spread of dinner and snacks. The main course was a lentil soup that all agreed was wonderful. I also noted several others brought their own favorites to contribute.

It wouldn't be a chapter meeting without a little *business* so after an hour of socializing, Randy called for everyone's attention and worked quickly through a few items.

Chapter service awards from National HQ were handed out, and our own breakfast crew and chapter board were introduced. Ron Singh made presentations for the past year's Young Eagle pilots marking their milestones.

And this year in the Hickman hangar were their beautiful airplanes: The RV-10, now flying; Rob's RV-4, and the family's C-140 looking like the classic it is.



Hostesses Jenny Hickman and Dru Bourgeois prepared the main courses and along with sides brought by many guests, the kitchen was filled..

Jenny Hickman receives her chapter service awards from the national org for filling the chapter treasurer role. Michelle Smith received an award for her Young Eagles work.



Ron Singh, YE Coordinator and incoming VP spoke about tour chapter's YE awards. Jim Hoak receives his YE Sqdn Leader award. Roy Thoma adds his name to the perpetual 'Broken Prop' trophy.

Subject: The Groundloop

Purpose: A quick 180° turn after landing to check following traffic

How To Groundloop Your Taildragger:

Judging by how frequently it is performed, the Groundloop is indeed a popular maneuver. The Groundloop is an extreme low-level figure that is highly acrobatic in nature, which may be executed in many exciting variations. It is customarily performed as the last figure in a sequence, but I have seen the Groundloop attempted as a preliminary or warm-up maneuver.

It is rarely scored however, because it is most often performed out of the Judges' line-of-sight. Also, the Groundloop is categorized as a surprise maneuver, and therefore nobody is really prepared when it is executed. In fact, the figure is not considered genuine unless Judges, spectators and the pilot-in-command are all surprised! The many interesting and dynamic variations do not have a Degree of Difficulty or "K" attached, but rather are rated on the International HC* scale. (*Holy Cow) and logged under "Oops".

HISTORICAL PERSPECTIVE

The Groundloop is one of the earliest recorded aerobatic figures. It was performed on virtually all of the taildraggers dating back to Aviation's infancy. The maneuver really came into its own during the Golden Era of the Groundloop which was when the cross-wind landing was invented. Previous to this, circular landing fields were the norm and the pilot simply eye-balled the wind-sock, and landed into wind. However, it was soon discovered that a short, straight landing strip could be plowed out, and now there would be lots of room for hangars, clubhouse, and an expansive cocktail lounge. Once everyone saw how much fun this new land-use concept generated, it was adopted internationally. The daily Groundloop displays were an instant hit, and helped cast the new idea in tarmac.

ANALYSIS

Most Groundloops are weathercocking related phenomena. This means that at least one main wheel must be touching the earth, and a wind is blowing. Traditionally, the maneuver is started in a cross-wind; during the landing roll-out the tail is allowed to be blown down-wind.

At this point there are a variety of options that can be exercised depending on your inputs, and the maneuver can take off in almost any direction, and finish in a variety of attitudes. Groundloops that occur under calm conditions are more rare, and require vigorous control inputs, to get them started in contrast to crosswinds where you do nothing. Sometimes you really have to work at it to get a decent one.

Groundloops can be generated anywhere from 5MPH to flying speed. When executed at high speed, the figure covers more territory and generally spawns the most interesting variations.

High-wing taildraggers probably Ground loop the best because the upwind wing is more exposed to the breeze. The high-wing has less dihedral and also enjoys a longer arm to really accelerate things once the maneuver starts. If the airplane is designed with the wheels forming a small triangle (short-coupled or narrow gear), and in the hands of the right pilot, this could be a Groundlooping champion.

ESSENTIAL BACKGROUND KNOWLEDGE

Avoid the study of the following subjects:

- a) Cross-wind Landings and Take-offs.
- b) Ground-Handling in winds.

Avoid seeking instruction on these subjects, for it will greatly reduce your chances of producing a truly World-Class Groundloop. Also, you might want to have a good line ready in case someone raises one of these subjects in conversation: "Cross-wind Landings, heck, wasn't that about lesson 5 on your Private License? I'm way beyond that.

PREPARATION

To be successful, we must prepare both pilot and aircraft.

PILOT

To perform good Groundloops, the best preparation is no preparation.

AIRCRAFT

The aircraft can be prepared in a variety of ways to ensure consistently good Groundloops. First of all, the main wheels should be shimmed to a toe-in condition. If

the wheels are adjusted to track straight ahead or are shimmed slightly toe-out, the tracking will be too stable to assist your attempts at Groundlooping. Keep the tire pressures different from one another. If you know the direction of the cross-wind, reduce the pressure on the up-wind tire before going flying. And remember, it isn't necessary to change the tires until you can see the second ply of fabric showing; a blow-out can be the start of a dazzling Groundloop.

Avoid the hassle of taking off those trouble some wheel-pants by putting a drop of Loc-tite on the screws. Now you have a good excuse not to inspect the brakes. So, when the pads get thin and the brake fails on one side or the caliper locks up a rusted disc, you will enjoy a splendid Groundloop.

At the back end, you can start by loosening the fitting that holds the tail-wheel spring to the fuselage. Just back the nuts off a few turns. Also back off the nut that attaches the tail-wheel casting to the spring. Now, slack off the steering springs a couple of links so the chains sag. And while you're at it, cut off that lock wire that some conscientious Engineer installed in case the chains break. From time to time they break on landing and produce a thrilling, and rakish Cramer-like lurch. Fantastic! These simple mods will produce a delightfully loose rear-end that feels like it's on ball-bearings.

The little tail-wheel is best left alone; over time it becomes worn into an interesting cone-shape by the effects of slipstream, P-factor and gyroscopic effect. These left-turning forces create more wear on the starboard side of the tire, and soon you have a beautifully unstable little demon back there to really help you out.

Install the push-to-talk switch in a remote area of the cockpit. When the tower talks to you on the roll-out, you can look down into the cockpit to locate the button, and when you look up, you may be treated to the wonderful green-and-blue kaleidoscope of rotation about the vertical axis.

TECHNIQUE (HOW-TO)

Once the pilot and aircraft are prepared, it's a little like shooting fish in a barrel; there's really nothing to it. There are several things you can do to get the Groundloop going, but really the best thing to do is nothing. Just let it happen. If you are landing or fast-taxiing in a cross-

wind and you want a Groundloop... you guessed it- do nothing.

Taxi with abandon. As a pilot, you are a free-spirited individual, and this can be best displayed by a carefree jaunt down the taxiway. Just let go of the stick and use the hands-free time to organize your maps and sequence cards. If the tail-wheel comes off the ground, you're going a little fast. Maybe you'll want to use the time to put on your seatbelt, polish the inside of the canopy, re-tie your shoelaces or perhaps light up a smoke. Taildraggers have the right-of-way, so you won't have to stop suddenly.

When cleared for take-off, start bringing the power up as you swing out on to the runway. Of course you'll want to shove the stick forward quickly to get that tail up (you can't get it up too soon). If the plane will fly at 50, hold it on until 65. This technique spreads out the landing gear and brushes off some rubber, but everybody does it and it looks cool. If you get rolling quickly, any cross-wind won't matter. Now rotate as you would a 767. Haul straight back and blaze into the blue. The right turn and stall that follows will be sensational.

On the approach, keep it low and fast. If the airplane lands at 50, cross the fence at 100. It's best not to have a planned touchdown point because that can interfere with the free-spirited nature of the flying event. Start fanning the rudders through 500 feet, and keep it going until you've cleared the runway. The fanning technique is to confuse the airplane and let it know who's boss. Get the plane down to the runway as soon as possible, and force it to land with plenty of forward stick. The fast-landing method is good for all weather conditions, especially quartering tail-winds. Once the plane is firmly on the ground, let go of the stick, but keep fanning the rudder to cool the tail-wheel assembly. Taxi in as you taxied out except don't touch the stick.

VARIATIONS

1. 45-Degree Overland Express.

This one is best done at about 40 MPH. The airplane is allowed to weathercock slightly, the upwind wing and wheel are allowed to rise about 30 degrees and the plane swings into the wind. At 45 degrees off the runway heading, sharp downwind brake, full aft stick and aileron into wind are added to stop the Groundloop. The

plane is now headed off overland. This is useful for taking a short-cut to the washrooms after a long flight.

2. 90-Degree Quick Left Turn with Prop Curl.

With a left crosswind, use the same technique as above, except at about 20 MPH. When you stomp on the downwind brake, also shove the stick forward. Even though you are traveling slower, the gyroscopic effect of shoving the stick forward will give you that extra 45 degrees of rotation. The tail will rise briskly. As soon as the prop touches the runway, pull hard back on the stick and apply both brakes. This was how the original Q-Tip Propeller was invented. If you've done it just right, you'll probably have a much more efficient prop.

The Prop Curl can also be done straight ahead. Taxi at about 10 MPH while tucking in your shirt or cleaning your sunglasses. Keep your hands off the stick and slam on the brakes. Voila! Also try this while maneuvering the tail-wheel over an obstacle. For a more dramatic Curl, hold the stick forward and add a burst of power. You don't even need to be moving. Just keep your hands off the stick and your eyes inside the cockpit while doing your run-up.

3. Pitts Special Twin Arcs.

Start the Groundloop from the roll-out at about 25 MPH. Remove all cross-wind inputs and allow the airplane to weathercock. Move the stick forward to at least neutral to lighten the tail-wheel and reduce its directional control. The little biplane will rise upon the downwind wheel and begin a concise pirouette.

The downwind wing-tip will hit the runway and begin scribing an arc of red butyrate, Dacron and plywood. Without hesitation slam in full upwind aileron, as if to attempt to lift the lower wing. The downwind aileron will shoot down and describe a beautiful red arc parallel to that made by the wing-tip. Pull the stick full back, push full downwind brake with full rudder and a burst of power to erect the plane. These little red arcs are very artistic and will attract a good crowd in the evening following the days flying.

4. 180-Degree Pirouette with back-track

This one is best attempted in a light high-wing with narrow bungee landing gear, a Cub will do. The maneuver

works best in a quartering tail-wind. This figure looks difficult, but is really pretty simple. It works best if the pilot is dyslectic.

Get the weather-cocking started in the usual manner. Move aileron out-of-wind and push the stick forward to get weight off the tail. 20 MPH is fine. As the up-wind wing rises, the center of gravity swings as a pendulum toward the lower wing. About the time the down-going wing smacks the runway, the center of gravity will have swung to the outside of the downwind wheel. Apply this brake hard. Now it's as if you had two upwind wheels because the center of gravity has migrated outside via centrifugal force. So now it wouldn't matter which brake you applied, the effect would be to increase the rotation of the Groundloop.

As you come around into the wind the wing-tip lifts off the tarmac, the brake completed a full 180-degree turn. You are now rolling backwards down the runway. Release the brakes and practice sailing like a Seaplane.

5. Groundloop with Bunt.

This is certainly one of the more dramatic figures in the Groundloop family. You'll want to be traveling a little faster to get this one. Say 35 MPH. The figure should start slowly then get faster and tighter as rotation sets in. A dry runway is necessary, and a quartering tail-wind from the left is best. Once rotation starts, shove in full down-wind stick and full forward elevator. This will really tighten up the rotation. Now add full brakes and full power. The tail will shoot upwards and the airplane will do a kind of shoulder roll right on to its back. This is really low-level inverted parking and you should ensure that your belts are very tight. This figure should be reserved for the last flight of the day.

CONCLUSION

The Groundloop has been around for almost a century and I'm sure it will be with us forever. To keep it alive, all we have to do is be a little complacent, a little cocksure and in a little hurry. Most important, one needs a thorough understanding of flying an Ercoupe'. Sounds pretty easy to me.

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@silezbay.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.

RV 6A project for Sale--Empennage & wing kits finished; Fuel Tanks completed; Fuselage 70% done, remaining parts for fuselage complete. No motor mount, gear, canopy or windshield. O-360-A1A Lyc chrome cylinder less flywheel and carb as removed. No log, borescope OK. Experienced builder (third plane, discontinued by illness.) Contact Marvin Brown 503-816-6336 (cell) [04/09]

KTTD Hangar Space Available--Will be occupied by my RV6 fuse and a small camping trailer. Lots of room for an RV or similar AC. \$150/mo. Call 503-771-6361 or email bobn@eldernw.com (Bob Neuner) [04/09]

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: millergjhite@aol.com or 503-982-5615 [2/09]



Open for Business

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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 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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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



2008 Feature Article Index

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Randy Lervold departs Twin Oaks in his RV-3B.

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"Contact!" Chapter Officers and Staff

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

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

Dues: \$20/yr e-delivery of newsletter
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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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Work Ph: _____

Current Project: _____

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E-Mail: _____

Comments: _____

Spouse's Name: _____



Pete Forsyth, Joe Blank, and Randy Lervold launching a 3-ship formation mission to take advantage of the fantastic December.

Next General Meeting

VAF-Home Wing / Chapter 105

- No meeting for January! Contact Dunstan Fandel if you'd like to host a meeting

Next Board of Directors Meeting

- Saturday Jan 31st, 2007 — All Day!
- Randy Lervold's home, Camas, WA
- Contact a Board Member if you have ideas you'd like considered for Chapter 105 in 2009

EAA Chapter 105



To:

First Class Mail

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