

# EAA 105

PORTLAND OREGON



**February 2009**





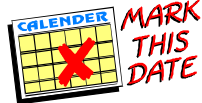
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## Next Meetings

- **Feb 12<sup>th</sup>** 7:00 PM— xxx
- **Feb 19<sup>th</sup>** Chapter Board Meeting

- **Feb 20<sup>th</sup>** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



## On the Cover

An RV-6 piloted by Gus Funnell, of Van’s Aurora operation.

## Breakfast KP Duty

### Saturday, February 7<sup>th</sup>, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Dave James	Tim Porter
Louise Lane	David Sellers
Kerry Stevens	Terry Smith
Chris Stone	Bruce Swayze
Robert Toppel	Mike Terrell
Richard Vanderford	Jake Thiessen
Stan VanGrunsven	Ron VanBladeren
Dick VanGrunsven	Art Waldal
Jerry VanGrunsven	Ken Warner
Kim Vermilya	Don Wentz
Randy G — Cashier	Dane Larson--PCC

### Saturday, March 7<sup>th</sup>, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mike Seager	Dane Larson--PCC
Ron Singh	John Tompkins
Michelle Smith	David Woboril
Roy Thoma	Dale Wotring
Sandra Bes	Steve Young
Mike Wilson	Dick Zander
Neil Arney	Brent Anderson
Jim Ashford	Martin Baumer
David Attack	Joe Blank
Henry Bartle	Bob Brown
Benton H — Cashier	Steve Callaway

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

## Loose Bits

### Sunsets—

Mark Langford, A KR-2 builder from the Corvair mail list, takes some of the best aerial sunset photos: [home.hiwaay.net/~langford/sunsets/](http://home.hiwaay.net/~langford/sunsets/)

### It's baaaaaack.... Experimenter Magazine

Reconstituted as an e-zine. Sign up for your free subscription to this 'new' monthly EAA magazine!

[www.eaa.org/experimenter/issues/0901.html](http://www.eaa.org/experimenter/issues/0901.html)

### Wings over Canada

TV series has some nice float flying & neat remote spots. Trailers available on the webpage (links to YouTube) and DVDs available.

C-185 & Orcas....bottom right video

[www.wingsovercanada.ca/videos.html](http://www.wingsovercanada.ca/videos.html)

Homepage

[www.wingsovercanada.ca/](http://www.wingsovercanada.ca/)

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Offer valid until February 28, 2009 and is not available for online orders.

# Unusual Happening: Rotax 912ULS Engine Failure

Roy Thoma



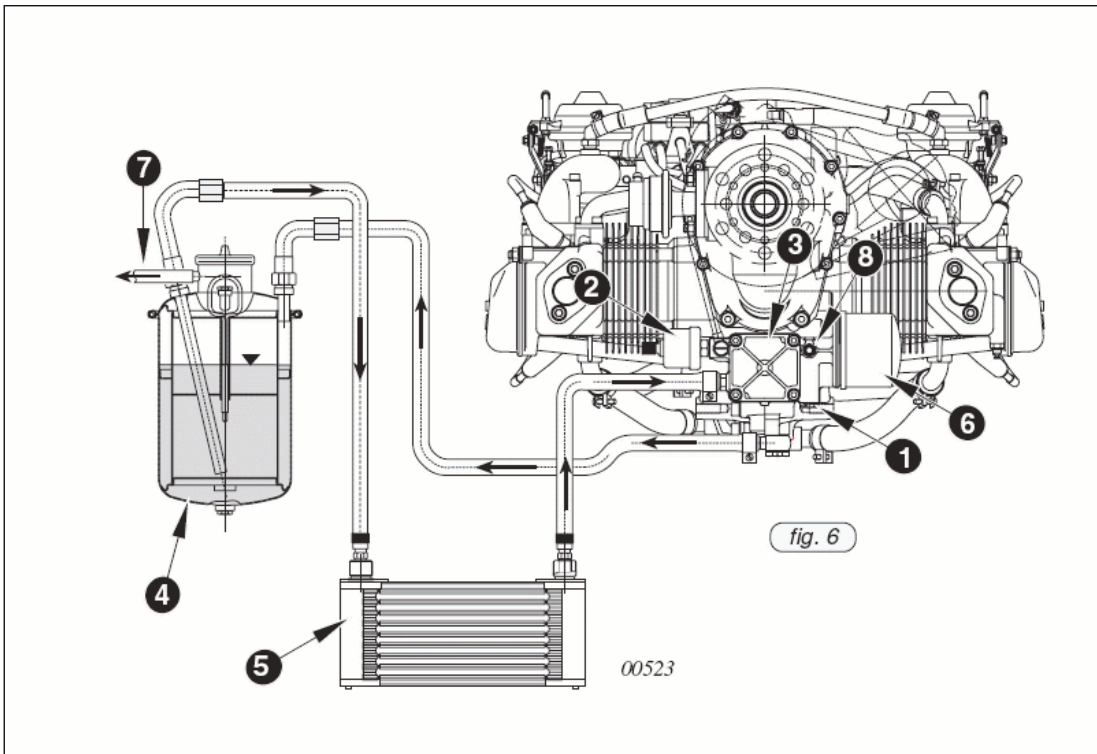
You may have read Sandra Bes's account of our adventure to AirVenture 2008 (starting on page 7 of the October issue of the EAA Chapter 105 newsletter at [www.eaa105.org/Newsletter/nl-200810.pdf](http://www.eaa105.org/Newsletter/nl-200810.pdf)). This article is a follow up detailing the engine failure and what I've done with the damaged engine. N601RT, my Zenith CH601HDS and its Rotax 912 ULS had 1016 hours when we made a landing on a gravel road near Madison, Minnesota (DXX). About fifteen minutes before landing, the Grand Rapids Technology EIS alerted me that the oil

pressure was at the minimum acceptable level. When the big red light came on to notify me of the low oil pressure, I checked the other indicators and everything was normal, except the oil temp was about 20°C lower than normal.

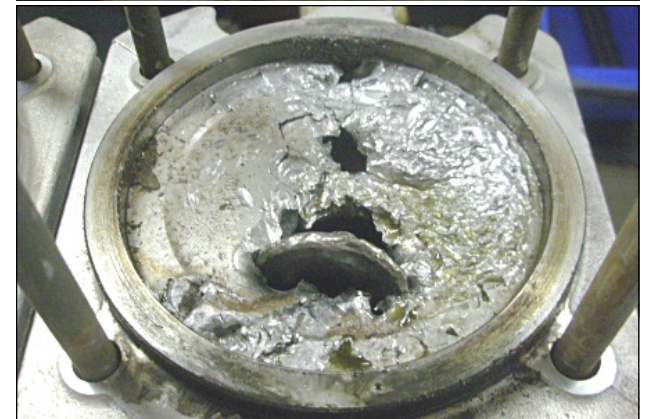
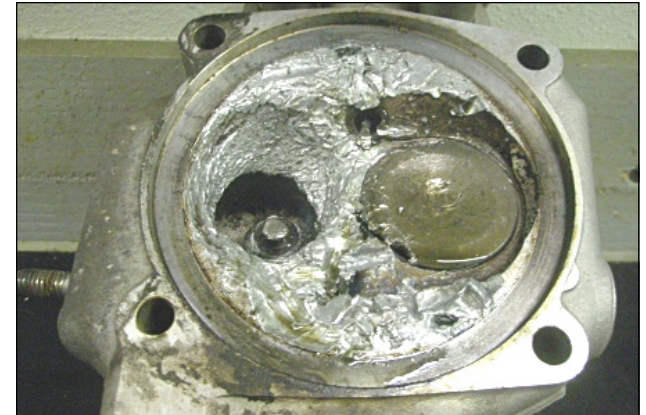
"The Rotax 9xx engines are provided with a dry sump forced lubrication system with a main oil pump with integrated pressure regulator (1) and oil pressure sensor (2). The oil pump (3) sucks the motor oil from the oil tank (4) via the oil cooler (5) and forces it through the oil filter (6) to the points of lubrication in the engine. The surplus oil emerging from the points of lubrication accumulates on the bottom of crankcase and is forced back to the oil tank by the blow-by gases."

The fitting on the top of the external oil tank for the line which pulls the oil from the bottom of the oil tank to the engine was finger tight when inspected after the gravel road landing. The loose fitting allowed air to be mixed

with the oil going to the oil pump and then distributed to the engine. The air caused the low oil pressure indication. With 20/20 hindsight I understand the low oil temperature was also caused from the air in the oil. The hydraulic lifters used by the 9xx series of engines do not work well with air/oil mixture. At



Rotax 912 operators manual, page 9-3. [www.rotax-aircraft-engines.com/pdf/dokus/d03486.pdf](http://www.rotax-aircraft-engines.com/pdf/dokus/d03486.pdf)



Above: Cylinder head with broken exhaust valve.  
Below: Piston with broken exhaust valve.

some point the exhaust valve in the left forward cylinder broke (causing the brief smell of burnt oil and reduction in power mentioned in the previous article and leading to our decision to land on a gravel road IMMEDIATELY).

It had been ~60 hours since I removed and cleaned the oil tank as part of the annual condition inspection. Unanswered questions: Had the fitting been loose for the 60 hours? We had flow at 9500 feet for part of the trip, and the engine vibrations seemed "different". Did this vibration cause the fitting to loosen? My new engine has a different style fitting on the oil tank. Has the original style fitting been a problem for others in the past?

The broken engine was shipped to Lockwood Aviation



Repair for tear down and repair estimate. The good news was the crankshaft and case were not damaged. The bad news was the estimated cost of repairs, plus shipping to Lockwood, plus shipping the repaired engine to me or a new owner was about 40% of what I paid for a new 912ULS. Lockwood offered to cover the shipping to them, the cost of the teardown & inspection, and send me a small/modest check for the parts. I still had the original fuel pump and voltage regulator as well as the components from the new engine. For me, it did not make sense to pay for the repair and then need to get near the typical maximum resale value of the repaired eight plus year old, 912ULS with 1000 hours. The declining economy, weakening Euro and the hassle involved



*Above: Left Rear cylinder head had some damage but was repairable.*

*Below: Damaged starter clutch.*

with finding a buyer for the repaired engine were all part of my decision to accept the offer from Lockwood – cutting my losses.

The broken exhaust valve was embedded in the piston. Some of the valve, piston pieces made it back through the left side intake manifold and into the left rear cylinder, causing some repairable damage to the number 4 cylinder head. The 9xx series uses a sprag clutch for the starter. The piston/cylinder head/valve debris damaged the sprag clutch. I found debris in the muffler when I pulled the engine from N601RT. I also found debris in the banjo bolt at the bottom of the engine where the oil is returned to the oil tank.

The estimated repairs included a new head and associated valves, seals etc; two new pistons, all new hydraulic lifters, a new starter (sprag) clutch, and 28 hours of shop time (at \$89/hour). If I had shipped the engine home instead of to Lockwood Aviation Supply, it might have made sense to do the repairs myself.

I now have 1100 hours on my CH601HDS and ~85 hours on the engine. My “new” Rotax 912ULS is smoother than my original. The fuel flow is ~7% higher at max power than my original. Overall, I’m still very happy with the Rotax 912ULS. I do check the fitting at the oil tank with some frequency.



*Roy departs Twin Oaks in his CH600HDS, powered with his second engine.*

## Termination of Satellite Monitoring of 121.5 MHz ELT's ARE YOU READY?

Termination of satellite monitoring of 121.5 MHz ELT's will happen in under a month. Are you ready?

On 1 February 2009, the International Cospas-Sarsat Organization (U.S. included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). Pilots flying aircraft equipped with 121.5 MHz ELT's after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

### Protect each other...

Currently only 12-15% of the registered aircraft in the United States are flying with 406 MHz ELT's. This means that there is at least an 85% chance that an aircraft in an accident will only transmit a 121.5 MHz signal, thus remaining silent to the satellites. It will be up to other pilots monitoring the 121.5 MHz frequency in the cockpit to alert Search and Rescue authorities to accidents involving 121.5. **When you fly, look out for your fellow pilots and when possible monitor 121.5 MHz.**

**If a 121.5 MHz ELT is heard on guard, report to the nearest air traffic control tower, the time and location of when you first detect the ELT, when it is the loudest and when it drops off your radio. Listening and reporting may well be the difference that saves a life.**

### Protect yourself...

Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELT's. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELT's must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation at [www.beaconregistration.noaa.gov](http://www.beaconregistration.noaa.gov)). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without

*(Continued on page 8 – ELT's)*

# TSA Proposed Rule: Large Aircraft Security Program (LASP)

Bruce Rose

Please take a few minutes to ensure that we can continue to fly our aircraft under existing Part 91 rules. As you may be aware, the TSA has proposed a rule that increases security procedures for aircraft with a gross weight of greater than 12,500 pounds. As presently written, this rule does not differentiate between commercial and Part 91 aircraft operations. Your comments to this proposed rule are required to ensure that we are not required to comply with expensive and time-consuming new restrictions. The comment period for this proposed rule ends on February 27, 2009.

The following web page is on the AOPA web site and discusses this issue: [www.aopa.org/advocacy/gasecurity/](http://www.aopa.org/advocacy/gasecurity/)

The AOPA web page describing the specific procedure for submitting a response is: [www.aopa.org/advocacy/gasecurity/submit.html](http://www.aopa.org/advocacy/gasecurity/submit.html)

A sample response is as follows:

I am opposed to the Large Aircraft Security Program proposed rule.

I am a student pilot, a member of the Experimental Aircraft Association (EAA) and a member of the Aircraft Owners and Pilots Association (AOPA). The airplanes which I rent are capable of carrying two to four people and weigh less than 3,000 pounds. My plans are to fly about 100 hours per year for recreational purposes out of small airports which are not served by commercial air services. This proposed rule could prevent me from enjoying my hobby of flying private aircraft.

The proposed rule does not differentiate between commercial and private aircraft (GA, General Aircraft) operations. I do not believe that such enhanced security procedures will be of benefit for private aircraft operation.

The proposed rule is based upon aircraft weight and not the nature of the operation. A rule intended to address commercial flight operations should be explicitly written

to do so and not be based upon any other criteria that might include private aviation. The proposed rule can too easily be expanded to include private operations and the associated airports.

The proposed rule could place unreasonable costs for services on the private aviation community. There are no accountability specifications for the services required by this proposed rule.

Bruce Rose  
[bruce@falcondesign.com](mailto:bruce@falcondesign.com)  
503-848-2228

# First Flight — Ron Poe and Bob Duncan's Resto of Bill Benedict's RV-4

Ron Poe made our first flight in the RV-4 today, about an hours flight. He flew down to McMinnville, did a couple passes and a full stop and back to Twin Oaks.

Engine ran smooth and thanks to Rion setting the idle, she purred nicely on the ground. Got a couple items: The alternator isn't charging, the turn and bank didn't work and she wants to roll to the right plus some tail wheel shimmy...just a couple bugs, the most serious being the alternator.

Bob Duncan, N6TU





## Meeting Coordinator:

Dunstan Fandel

dunstan.fandel@sun.com

503-614-9737 (H)



**Program:** Presenting the AF-4500  
Advanced Deck EFIS

**Location:** Advanced Flight Systems  
320 S. Redwood Street, Canby

**Date/Time:** Thursday, February 12, 2009

**Time:** 7:00 pm

**Phone:** 503-263-0037

February's meeting will be at Rob Hickman's business, Advanced Flight Systems, to learn more about their latest EFIS, the new AF4500 Advanced Deck. Rob will explain the new features and benefits of this new system, as well as giving us a show and tell of all the other cool AFS equipment. Bring your questions about anything having to do with glass panel technology, engine monitoring, or AOA systems.

### Driving Directions:

Take I-5 to Aurora exit to 99E to Canby. When you get to Canby, turn right on Pine Street. Follow this street for



### 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.

about 1/4 mile as it becomes 3rd Ave, and then S Redwood Street. Advanced Flight Systems is on your left; 320 S. Redwood Street

### Future Meetings:

Mar – RV-9A project

Apr – Magento clinic

May – Van's Aircraft (tentative)

June – Parkside flyin & bbq (tentative)

July – no meeting, Arlington flyin conflict

Aug – Lenhardt flyin & bbq (tentative)

Sept – t.b.d.

Oct – Randy Lervold's Kitfox project (tentative)

Nov – annual pie auction and chapter elections

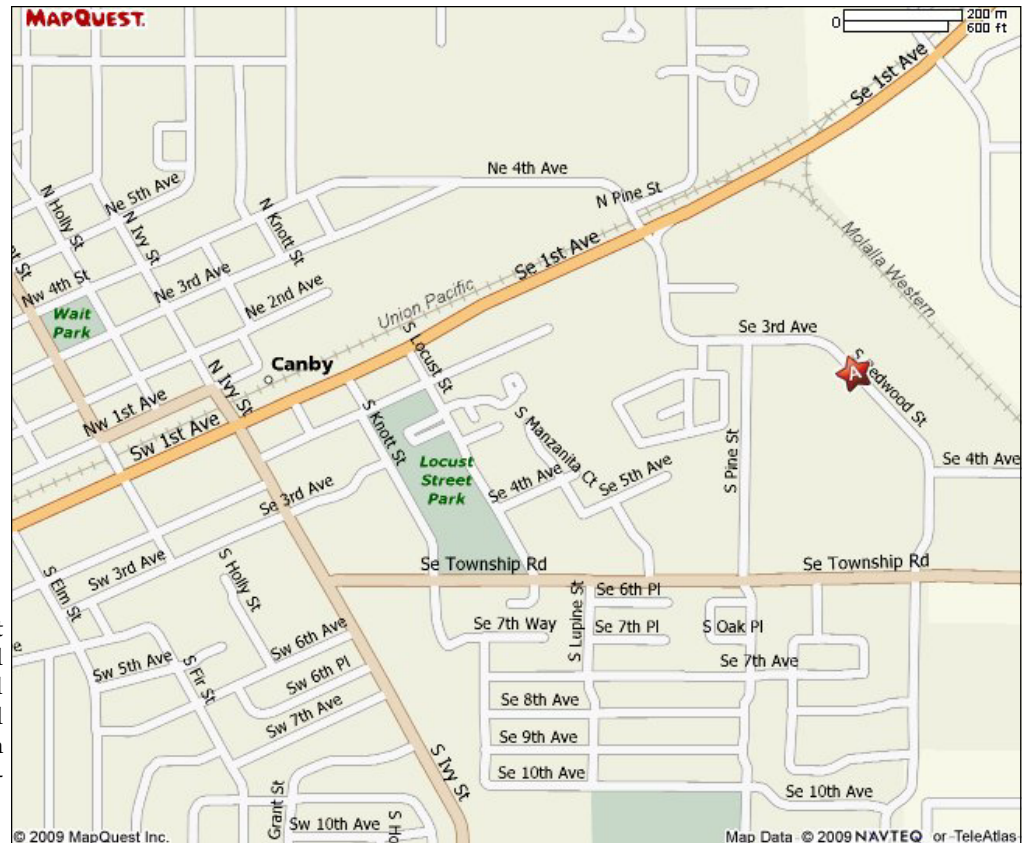
Dec – annual Christmas Party

### 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.

### 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!

# Fly-out Dining— The Riverhouse in Pacific City

Sandra Bes



If you are looking for a sweetheart of a restaurant, the Riverhouse in Pacific City is sure to capture your heart. Roy and I ventured there the first time we went flying together. It has been a favorite destination ever since.

It was October and the last sparkling days of fall. We wanted to get out and enjoy the nice weather and he proposed flying in the plane he had built and going out to the coast for dinner. Sounded like a terrific adventure to me! When I arrived at the Hillsboro airport, I could tell he was genuinely enthusiastic about sharing his plane. He showed me how to get in the plane, one foot on the pedal, step on the wing, then climb in to the right seat. There was no doubt it was the smallest plane I had ever been in. As we rolled out to "position and hold" on runway 30. He turned to me, and asked if I was ready - unequivocally the answer was "yes". The Wooo Hoooo of taking off washed over me and then we were soaring over the valley, towards the coast range, the thick green forest below dotted with lakes and splashes of fall color.

We landed in Pacific City before the late afternoon sun started to set. The beach is a short walk from the airport and we could not resist taking a stroll by the ocean. The beach at Pacific City is like so many along the Oregon Coast, a long brown crescent bay. On that clear fall day, the sand was washed with a rolling rhythm of crystal blue and sea foam. Haystack rock is the beaches sentinel, and the cliffs at the north end of the bay provide a multi-hued wall of protection for surfers. In short, it is spectacular.

As the sun started to set, the air was cooling off, so pulled ourselves away, dusted off our feet, put our shoes back on and walked up to our dinner destination.

The Riverhouse is a mile walk from the Pacific City air-

**Editor's note:** Sandy and Roy like nothing more than discovering new restaurants they can fly to. Sandy has offered to share some of her favorites with us...

port. The original restaurant was damaged in a flood and the new establishment, like many other buildings along the river, is built on a foundation above the old.

A short walk up a flight of stairs from the entry delivered us to the foyer, beyond which sat the small intimate dining room. The waitresses bustled about, and nodded to acknowledge us, gesturing to a waiting list that we signed ourselves in on. Once seated we found ourselves wrapped in warm surroundings overlooking the Nestucca River. The berm beyond the river is draped with scrub trees and wildflowers. Sitting in the homey dining room, looking at the coolness of the river and greens, yellows and browns beyond, gave us the feeling we landed in a place where all is right with the world. Smells of yummy things grilling in the tiny kitchen wafted out to the tables, adding to the feeling we could shrug off the world and stay for a while. When you visit there today, you will find the walls hung with local art and the kitchen, visible from most of the tables, is about the size of a large walk-in closet. Don't let the casualness fool you - this tiny kitchen turns out some of the best seafood on the Oregon Coast. That evening I had Coquille St. Jacques - tender scallops and mushrooms simmered in a delicate cream sauce, touched with a bare hint of Swiss cheese and pepper. On our many visits since, steamers have become a favorite. Fresh clams are presented in a crockery bucket steamed to perfection in white wine, butter and herbs.

Fresh local grilled salmon is another favorite. This often over-used menu selection is a great choice at the Riverhouse. A healthy fillet, fresh from the sea, is prepared unpretentiously and grilled with butter and thyme till just flaking apart.

All entrees are served with a loaf of fresh baked bread, and little crockery dishes of butter or garlic butter, and choice of soup or salad. Clam Chowder is a sure bet here and Roy enjoys the split pea soup when it is available. The salad is a treat not to be overlooked, however. The Riverhouse's own dressings are all a delightful departure from normal, blasé choices offered at most restaurants. You may be familiar with the Riverhouse salad dressings that are sold in many Oregon grocery stores.

The last bits of fish nibbled on and last bit of sauce soaked up with bread, and we leaned back, full and

happy. It's the only downside to dinner - when the last little clam is gone. Note that the Riverhouse accepts VISA/MasterCard but no charged tips.

After dinner we walked back to the plane, taxied out and lifted up out and over the ocean, then towards the valley and the night sky. I slid down in the seat so I could rest my head back and look at the stars, twinkling like diamonds in the black velvet.

Roy and I have been flying together many times since, and make our way back to Pacific City and the Riverhouse Restaurant whenever time and weather allow. It was the first of many flying adventures and a memorable evening, highlighted by a must-see flying destination, and delicious food in a warm, welcoming atmosphere. If you are looking for a romantic fly-inn destination to share with your Sweetheart, or just drawn by love of flying to the unparalleled beauty of the Oregon Coast, take a trip out to Pacific City, kick off your shoes, walk on the beach then wander up to the Riverhouse restaurant. Tell them Roy and Sandy sent you!

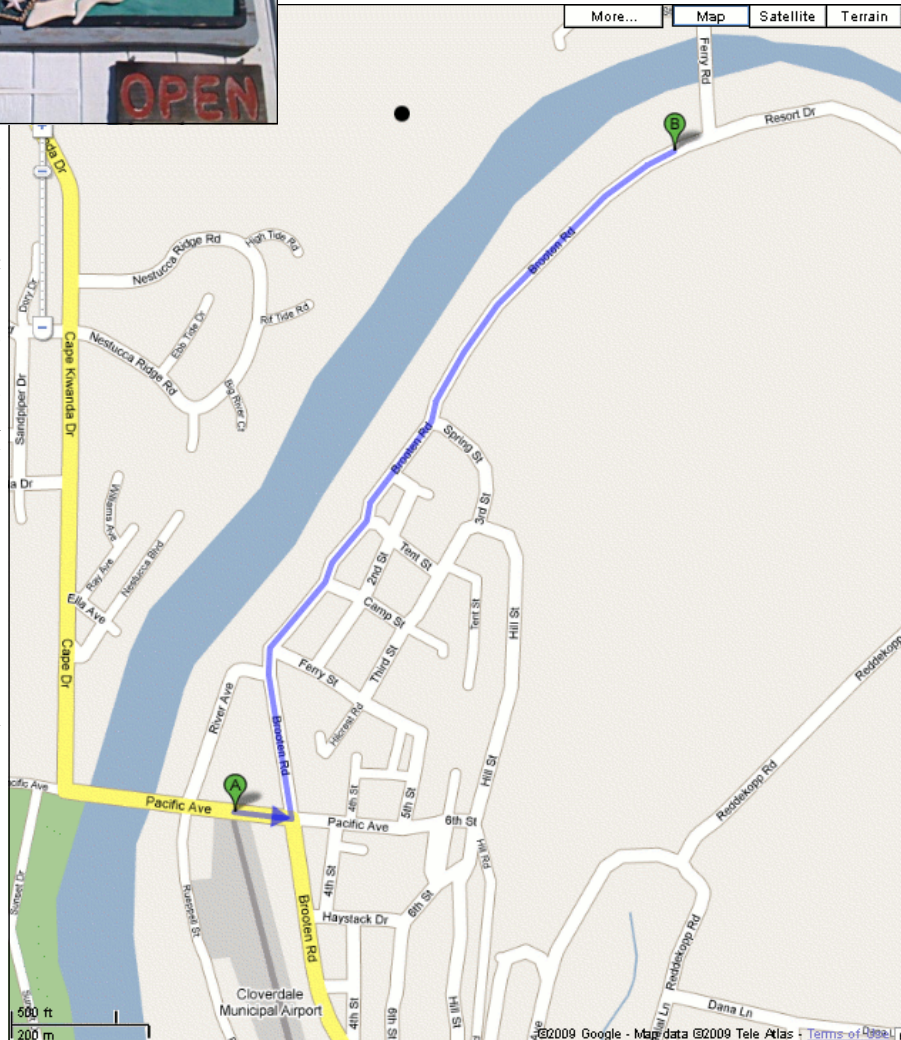
Pacific City airport (PFC) is in the center of Pacific City. It has a 1875' x30' runway, When landing to the south, there is a 300' displaced threshold. So, before flying in to PFC, you should be comfortable flying into an airport with a short, narrow runway. Also note that PFC does not have lights which is a consideration for night departures or landings. See [www.airnav.com/airport/KPFC](http://www.airnav.com/airport/KPFC). Pacific City has many places to dine that are easy walking distance from the airport. We will share additional







Walking map from KPFC to the Riverhouse restaurant.



information about some of the dining establishments in future installments.

#### Flying Directions, Airport Info:

Corrected Walking Directions from GoggleMaps (The correction is the Riverhouse is on the left side of Brooten Rd, not on the right as reported by GoogleMaps.)

Pacific City State Airport  
Pacific City, Oregon 97112

Head NW on Rueppell St. toward Pacific Ave., 0.2 mi  
Continue on River Ave., 0.2 mi  
Turn left at Brooten Rd  
The Riverhouse Restaurant will be on the left, 0.6 mi

Riverhouse Restaurant  
34450 Brooten Rd  
Pacific City, OR 97135  
503-965-6722

[www.riverhousefoods.com/](http://www.riverhousefoods.com/)  
[www.pacificcity.org/](http://www.pacificcity.org/)

## Risk Management: Consider the Unique Risks Faced for Each Flight

Max Trescott

Via the FAA's FAAST Safety Team

[www.faasafety.gov/hottopics.aspx?id=63](http://www.faasafety.gov/hottopics.aspx?id=63)

In industry, risk management is the practice of identifying risks that have a high probability of occurring and/or have a high consequence if they do occur. Strategies are then developed for minimizing those risks. In aviation, it's up to us to become risk management experts. Fully 80 percent of accidents are the result of pilot error, so it's clear that we can improve our own personal safety by managing risks and avoiding pilot errors.

One high-probability risk is night flight. Although less than 5 percent of personal flying is done at night, fully 21 percent of all fatal accidents occur at night. To avoid this high-probability risk, pilots can minimize night flights or become extremely well educated about the unique hazards they face at night. An example of a high-consequence activity is inadvertently flying into a cloud, because fully 90 percent of VFR into IMC accidents are fatal. When pilots make sure that they never fly into a cloud, except when on an IFR flight plan, they can avoid this high-consequence risk.

Rather than consider every possible risk before flight, I take time to consider the unique risks posed by that flight. Invariably, those risks vary depending on condi-

*(ELTs – Continued from page 4)*

launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail. Protect yourself and your passengers and Get the Fix... Switch to 406.



tions. For example, on one recent flight, a student and I concluded that the greatest risk posed was from nearby rain that might reach the airport before we returned from a training flight. To mitigate that risk, we identified an alternate airport to which we could return and we monitored the precipitation during the flight using NEXRAD radar on our G1000-equipped aircraft.

On another training flight, the weather was perfect. In that case, the student pilot and I identified that the biggest risk was violating the Class B airspace or the noise abatement procedures at our destination, located next to the San Francisco International Airport. Thus, we carefully reviewed all airspace and noise abatement rules and selected a cruising altitude that minimized the chance of an incursion.

You may face a wide range of potential risks on any flight, and you should be creative about teasing them out and then mitigating them. A few possibilities of risk are changing weather, flying at night in a poorly lit area, flying over mountainous terrain, experiencing fuel exhaustion, flying an aircraft with which you lack familiarity, flying with little recent experience, and flying when fatigued. Dozens of other risks are possible, and you should develop a plan for mitigating each risk. Mitigation plans might include delaying or canceling a flight, getting additional dual instruction, or bringing along a more experienced pilot or CFI on the trip.

Become a risk management expert and, before each flight, take the time to clearly identify the greatest risks you face on the flight and then take steps to mitigate those risks. Remember, the life you save may be your own.

*The FAASteam has asked Max Trescott, the 2008 National CFI of the Year, to write a series of safety tips. Max, a San Francisco area-based Master CFI, specializes in teaching in and publishing training materials for glass cockpit aircraft. You can read more of his work at [www.maxtrescott.com](http://www.maxtrescott.com) and [www.g1000book.com](http://www.g1000book.com) or e-mail him at [info@sjflight.com](mailto:info@sjflight.com).*

Life story | Robert "Bob" Strickland

## Reaching for the sky

After retiring, an Air Force veteran spent years teaching, encouraging and inspiring students to learn

By AMY MARTINEZ STARKE  
THE OREGONIAN

Bob Strickland never got to fly a military plane. Born in 1935 in Jim Crow Arkansas, Bob was not in a position to imagine such a lofty goal.

But he wanted to work near planes. So he enlisted in the Air Force right out of high school and became a desk jockey — an auditor and accountant — instead.

And that work turned out to suit his methodical, rules-based, by-the-book personality very well.

As a hobby, Bob built and flew remote-controlled planes. Working with one of his children building an aircraft, he reflected on just how much math and science learning took place through that hobby.

An idea took form in his mind: After 22 years in the Air Force and 13 years as an auditor with the state of Texas and still in his 50s, he decided that spending the rest of his life golfing and fishing was not for him.

Bob assigned himself a mission: Fill in the gaps in learning for kids who needed help.

He sketched out his plan. It was a simple vision, really: teach at-risk boys and girls to fly airplanes via computer simulator, thus tricking them into learning math and science, reading and study skills. It would be a two-year program, meeting after school.

He had a master's degree, and his own children were grown and graduated from college when he split up with his wife in Texas and moved to Portland to be near old friends, settling in unincorporated Northwest Portland in 1991.

His brainchild became a foundation in 1992, named after his father, who had been a Baptist preacher.

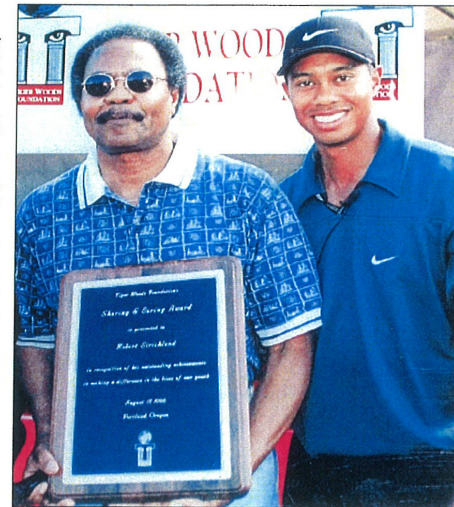
Bob first plugged into the Boys and Girls Club in Northeast Portland for classroom space, with donated computers. He recruited volunteers and sponsors. To find kids, he got referrals from the community, churches and schools.

Fundraising was an immediate and constant struggle. He twisted lots of arms.

That was just the start. The next hurdle was getting the kids to show up. Then to settle down, and pay attention. None of them could read an analog watch. Many had never seen a map. Some could hardly read.

There were rules: Finish your homework before you get to the center. If it wasn't done, he'd help with that, too.

But if the kid could get through learning the basics of flight and master



Bob Strickland was proud that his program had gotten an endorsement from Tiger Woods and his foundation, and that Colin Powell had encouraged Bob to bring his program to Chicago.



LEFT AND RIGHT | Bob Strickland grew up in segregated Arkansas. He married young. Assignments in England, Greenland, Guam, Thailand, Michigan, Florida and California followed — along with five children.



Bob Strickland (right) gets a hand from longtime friend Hank Higgins in bestowing graduation certificates at Scappoose Airport last summer.

"If it is to be, it is up to me."  
"Miss no opportunity to learn, pass no opportunity to teach."  
"Short-term sacrifice for long-term gain."

Most graduated. Bob often remarked that he was making a difference not only in that child's life but also in that child's whole family. He reflected that this kid was wearing a suit, that one had gone to college, that one had gone into pilot training, that one was more engaged in school. One girl got an appointment to the Air Force Academy.

The longer the program went on, the more results he saw. But he also saw more to do.

He wanted more centers. He wanted an evening program for adults and older kids to work together. He even envisioned a nationwide program. His strategic plan spanned years.

Bob lived and breathed this program for the last 17 years of his life, which ended Sept. 25, 2008, at age 72 of cancer. He was the program's only executive director, its recruiter, its main instructor, and its primary fundraiser. He received only a small stipend.

Hundreds of kids had been through the program, which now has locations in Portland, Hillsboro and Vancouver, and with the death of its leader and its main energy, is in even greater need of volunteers.

During the time he had the foundation, Bob found the time to learn to fly

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himself. He got a private pilot's license. He recruited many of his fellow pilots to take the kids on their first flights — kids so excited they couldn't sleep the night before. They wanted to be the one who got to ride in the front seat with the pilot and to whom a pilot might say: "You're at the helm now, kid."

Amy Martinez Starke: 503-221-8534;  
[amystarke@news.oregonian.com](mailto:amystarke@news.oregonian.com)

# Board Meeting Highlights

Your Chapter 105 Board

Attending: Randy Lervold, Benton Holzwarth, Ralph Schildknecht, Tom Louris, Rion Bourgeois, Len Kauffman, Mike McGee, Jim Mitchell, Joe Miller, Ron Singh, Michelle Smith, Jenny Hickman, Dunstan Fandel and Dick Van-Grunsvan.

The meeting was brought to order at 8:10 in the AM, Saturday 31 Jan 2009, with the first order of business being approval of the previous meeting's (October) minutes. No changes were required, and were approved as circulated.

- Bogardus Trust (Rion): Trust assets are down due to market downturn, about 35%. 2008 expenditures were minimal, \$5k to Strickland fund, \$500 for CAP rockets. None of the scholarships were drawn against. One student asked to change his scholarship to fund his glider camp, which was approved by the trust's board.

- Chapter Financials (Randy): Big picture: Our 'events' are the biggest part of what we do to make money. This year, our events ran roughly breakeven, in the black by \$4900 for the year. It's hard to compare year to year because it fluctuates with when end-of-the-year receipts are submitted to Jenny. Also this past year, the RV Fly-In BBQ operation was turned over to Chapter 902, cutting off one source of income. At the RV Fly-In chapter 105 collected the tee-shirt sales, and while the outlay was expensed to the fly-in, the sales made at the fly-in at full price were credited, but any shirts sold later (and at discount) were credited to the broad 'merchandise' category. The EAA's B-17 visit and our chapter breakfasts are our largest money makers.

Our largest expense is hangar rent, partially offset by rent received on G-3. Propane was also a significant expense. With G-3 occupied, the heater ran more of the time.

For assets, the checking acct has ~\$11k, the CD has ~\$15k deposited.

- We owe the Bogardus trust \$2500, the remains of a larger loan from that trust to us that we've been paying back on schedule over several years. There was discussion to retire the debt, or make a partial payment. (We're obliged to repay at least \$1k per year.) There was discussion as to whether to pay from checking (and go below our self-imposed 'hard deck,' and perhaps lose free checking)

or wait to CD renewal time (March) and pay from that. Randy makes strong recommendation to make the payment from the CD, and keep the checking account money in place. Motion/seconded/passed to retire the \$2500 debt when CD renews in about two months.

- Membership survey: First time we've done a survey like this. Randy works with survey SW; he designed the question wording and presented the survey to the membership. Broad generalizations from the survey: General desire for more fly-out opportunities. Most members miss the monthly meetings not because they're not interested in the topic/project, but because of other priorities/life. There was an undercurrent of 'my plane is flying now, so I'm more interested in flying than looking at other projects,' which ties back to the desire for more fly-outs.

The various events we produce each year were tested individually and all were found to be appreciated. None were deemed to be of low interest or candidates for dropping.

Ideas were offered on the spot for regular (and irregular) meetings: The chapter TCs provide mid-course and pre-DAR-Inspection project Tech Inspections. Rion suggested these be opened to the broader group (with permission of project owner,) to be advertised through the newsletter and/or chapter forum. (BTW, new 51% rules will require TCs/DARs to learn new 'checklists' for inspections. These will be more demanding from the paperwork standpoint. FAAs goal is to reign in commercial assistance--hired guns.)

MikeM offered an engine tear-down/inspect/re-assemble meeting. Probably as a special Saturday session.

Survey says: Our number of events is about right. That doesn't mean more/interesting things wouldn't be popular. More fly-outs? Split between camping or motels. The long-standing Saturday breakfast flyouts meet up in the air on 122.75 and agree on destination(s). These aren't a chapter activity, should they be? Perhaps not, due to liability. Maybe just let more people know about it. (Another tidbit for the NL or forums.)

The chapter newsletter seems popular. [I'm flattered and heartened. It's a lot of work, I'm glad folks do read it. -- Ed.]

Randy added a Forum feature to the chapter website this year. He's been disappointed with traffic level. Suggestions (Rion): add instructions for how to get emails upon

new postings. Make the Calendar feature more useful (volunteers to keep new material plugged in?) Add some brief standing instructions in NL boilerplate. Randy (or others?) could make a 20-30 minute presentation at a project meeting detailing how to sign up and get active. We could have sign-up-athons at chapter meetings and Saturday breakfasts to introduce members to the system.

Ron: Another meeting side-bar presentation, or focus of a full meeting combining a couple talks, could be topics like flight planning, weather, the Forum system, weathermeister.

We have at times included vendors presenting at project visits. Maybe it would work to add some of these topics at this year's project calls. We're reminded, from the survey, that project visits are what the chapter wants. We should find a way to merge the two. That or alternate project visits with chapter-hangar meeting/presentations.

Action Item: Randy will produce some tutorials, to run in the newsletter and/or to present at a chapter meeting, illustrating how to join up and participate in the chapter Forum.

Tool Crib: By the survey, about half of the members have taken advantage of the chapter tools. The aircraft scales and prop balancer (and its operators) continue to be the most popular tools.

Michelle suggests some periodic review of progress against any directions and programs we might draw from the survey.

## Chapter direction:

We took up the topic again, of how to bring new members





into the fold. One of the things that came out in the survey and emails was that new folks find us to be 'clique'y both at the breakfast and evening meetings.

There weren't a lot of new ideas over those we came up with last year, but we have a renewed commitment in trying to make all ideas work. The best idea is nametags, making sure everyone has one and color coding the tags for guests and new members (bright orange!) that would highlight to us that they're unfamiliar with the group and in line for extra attention, getting them introduced and integrated.

Another suggestion was to assign 'mentor's to work with the new members, making sure they have someone they can turn to, to learn what their interests are and get them introduced to the people that share those interests.

Ron highlighted his experience when he joined both chapters 105 and 902. His take was that 902 was more a chapter of fliers vs. 105 being builders. They offered more barebeques and fly-outs, were just more socially oriented. He said in short order he knew everyone there and always felt more welcome.

Motion to provide three tags guests/new, 1 year and old hands, in three colors to indicate status.

Action Item (Benton): Commits to generate artwork for application to blank sticky-back tags, and provide name-tag kits to Randy, Ron and Dunstan, the folks in line to lead the chapter evening meetings.

Action Item (All): Actively look for the guests and new members and work with them; find out what they're looking for and help them find it.

Another need/opportunity is to look for the folks standing alone in the breakfast line and work to get them hooked into the social structure.

Another discussion area was to combat the 'RV-chapter' image. Rion suggested a couple specific things he would like to offer the BOOTs (Builders Of Other Types) to try to draw them into the fold: Preferred parking and gratis breakfast for builder/pilot for the 'type of the month', opened to composites, T&F, Rotax-powered, etc, and to spread the word to other area chapters.

Motion to arrange preferred parking and gratis breakfasts for the 'type of the month' was given a tepid OK, not because we don't agree with the goal, but because think it's

going to be hard to administer.

Motion to offer designated type of the month for pilot/ builder. They receive free breakfast or designated parking at the ramp.

- Another outcome of the survey was a desire for more fly-outs. To that end, we'll add two formal fly-out events to the schedule.

Action Item (Rion): JerryV, DickV and Rion will organize and select a fly-out destination to a camping/motel destination.

Action Item (TomL): TomL and RalphS will spearhead a fly-out to visit the Port Townsend Aero Museum on the Jefferson County Int'l airport (jeffCo). Hopefully we'll be able to schedule a guided tour and presentation.

- Discussion of chapter projects and youth activities. In the recent past we've worked with the CAS (Center for Airway Science) and Stricland Foundation for our youth outreach efforts. Dick had talked with Bob Stricland about an RV-12 project for his crew, but things had bogged down (we learned after the fact due, probably, to Bob's advanced cancer that claimed him late last year.)

Dick is still keen to get the project off the ground and is working with the new chairman of their foundation board. His plan is to make available a 'lead instructor' (Scott McDaniel from Van's has been tapped) plus additional experienced builders (many available in the chapter) but it would not be a 'chapter project' per'se. As currently conceived, the plane would remain the property of the CAS upon completion, for use in student flight training or to be sold by them to finance a follow-on project.

Rion comments that it would also be a good opportunity to gauge interest in a chapter project of our own.

Action Item (Benton): Remind Dick to put together an announcement for the March NL, call for instructors/aides.

Ron suggests an LSA presentation to be included as a short piece at some evening chapter meeting. (Ties in with the RV-12 discussion and potential chapter projects.)

- Brief discussion on ways to make the non-RV folks feel more welcome in the chapter. No specific ideas beyond those above.

- Brief discussion on recruitment, growing the chapter. With 200+ members, we felt there was no pressing need to



make an extra effort, e.g. mailing postcards to the FAA name lists for our zip-codes. Benton suggests growing our current members into being more active, rather than drawing in additional members.

- Chapter Website: Randy had hoped the Forum area would take off with more traffic, it depends on getting to a 'critical mass' and hasn't quite made it yet. One concern is that it just seems too formidable to inexperienced users.

Action Item (Randy): Produce some short tutorials for publication in the NL and on the website guiding folks through getting login/passwords assigned and what is available when they do get there. He'd also like to support the members using the photo facilities and would like to put up a member list.

## Operations:

- Breakfast: Len says going well.

- Hangar: Rion says the hangar is stable. G-3 is rented again. There was discussion of adjusting the G-1 space to bias it more towards 'coffee corner' by reducing the tools there and adding chairs and couches. Further discussion decided to leave it as it is for now.

Rion says G-3 is half rented (the space is divided up for four projects.) The golf cart and gas cooktop top are moved to G-3, filling part of the 'other half.' G-1 is wide open. Rion suggests that using the hangar 'man door' is better than the rolling doors, since they can be damaged by over zealous rolling. Problem is that only several of us have keys to the man door.

Motion/passed to authorize Rion to chase down a 'realtor lockbox' to provide a key behind a combination lock, so

that access to the chapter hangar (G-1) can be shared with more members. [Late breaking news, new key lockbox is already installed.]

The board also agrees that having a project in progress in G-1 would provide another reason for members to drop in, adding to the use of the space. We have a continuing goal of increasing membership usage of the G-1 hangar and are open to more ideas. It currently offers the chapter library, tire-balancer, comfy couches and coke/coffee, and a computer for flight-sims. We're working on internet.

We're concerned about the security of the tools and materials, but think we have to try to move the balance a little more towards access and accept that risk.

The scales will be moved to G-3, behind a second lock. If anyone ever rents G-1 for a short duration project (annualing a plane) we can change the combination for the duration to afford the renter a little more security.

Mike makes another suggestion, we should plant the seeds to get people to thinking about using the place as well. G-1 should be open at every breakfast. (Checklist item for first shift, someone tasked with opening it. Then offer regular showings, at say 10:00 AM, of av-related DVDs. "Movie Morning!"

- ToolCrib: There was a suggestion in the survey to add a borescope. The board considered one of these a couple years ago and came to the conclusion that a decent one would cost upwards of \$300-500, and they're a bit fragile. While one would be useful occasionally, the fear is that it would be easy to break and expensive to repair.

- Chapter LogoWear: Randy will let the current inventory draw down, will perhaps reorder more later. Will follow the demand.

- Budget for '09: Jenny suggests that, rather than the board vote on every little expense for the different 'departments' that the people responsible for areas be given discretion to make expenditures up to some dollar limit for the year. Broad categories and funding limits can be extracted from the last couple year's expense reports. Ex: ongoing maintenance of the breakfast cooking gear.

The board agrees with the concept, and will take it up again at a future meeting when there is a specific proposal for categories, managers and amounts.

- Chapter Directory (paper): Randy has distributed

his .pdf format chapter rosters from time to time. Benton also prints up nice paper versions that are popular with many people. Benton agrees to produce another update when he has time. (He's been saying that for about a year now.)

### Events:

- EAA's B-17 visit -- May 15-17: Rion brought a new tip to light. Seattle and Denver have great success with their stops. The chapters there work with the local museums; EAA provides a few rides for the chapter to share with the museums. The museums, in turn, provide some advertising for their visits. Ron thinks we may be able to secure a few tickets to share with the museums at MMV and Pearson. Especially with the economy turning so sour, we're doubly concerned about buying expensive newspaper advertising. Rion and Dunstan are onboard to lead the chapter efforts again this year.

There was some discussion on how to apportion the rides available to the next destination, between the B-17 volunteers and the YE pilots for that day's YE flights. We normally have six seats to offer. Rion suggested the board select two passengers, based on service to the chapter over time, one be awarded to the YE pilot with the most rides this day, and the B-17 volunteers and rest of the YE pilots drawing straws for the three remaining seats. The board agreed with that division.

- NW RV Fly-In Scappoose -- June 20: Joe Blank has agreed to cover the airboss duty again. 902 seemed pleased with their take from handling the barbeque last year, so we're expecting they'll be ready to cover it again. A volunteer to handle getting tee-shirt artwork designed and shirts ordered is needed. Randy has the spreadsheet for what we've ordered and sold in years past, so good guidance is available when it comes to order quantities.

- OIA-HIO Airshow -- August 28-30: John Polos has organized a 'kid's tent' for the last couple years. We think we should support John, and along the way add some chapter materials in the booth (magazines to give away, contact info for the local chapters, and join-up blanks.) Rion asks if we want to encourage pilots to bring their planes for display? Perhaps just one near the booth? Joe agrees that if his is available, we can roll it over. Rion will check on any insurance requirements.

Action Item (Ron): Ron will resurrect his tri-fold chapter brochure for distribution at the airshow. More than just a

join up form, it describes our chapter activities and benefits. [Heck, we should probably have them on the cashier table at breakfasts, too.]

- Poker Run -- Sept 12: We tried to get folks to bring their planes in for the evening as a fly-in event, with prop-cards and everything, but that just got lost in the mix, so we'll downplay that aspect this year.

The flying circuit, catered dinner, evening campfire, camping and breakfast fly-out the next morning were all well received. No further plans were made.

- Holiday party -- Dec 11: Date selected for the annual holiday party.

- YE Events: Ron and Michelle plan to offer 4-6 events this year. So far they're planning on the B-17 weekend; they haven't heard from Pearson, but expect to; and will do at least two more events, likely at chapter breakfasts. Ron and Michelle will look at the dates and fit some in.

Ron needs to order more YEPilot caps. Randy moves we approve \$350 budget for caps + year-end awards. Approved.

Ron would like a way to follow up with older YEs (12 and above), perhaps a membership to EAA Nat'l? Or invite them to a workshop where they can build a Van's tool-box or wing demo? Maybe 5 kids invited back for tool box. Tabling discussion for now, but the board agrees it sounds like a good idea to help 'set the hook.'

### Other new business:

Ron: The chapter's PC projector, has not worked well for some time. Ron asks we think about buying another projector. Would be useful for many of the programs we're trying to organize, and ties in with more use of hangar G-1.

Meeting was adjourned at 3:15, a long day. Our thanks to the folks at the Pearson Airfield FBO for letting us use their classroom.

There will be a February board meeting at the regular time, third Thursday at 7:00, at the chapter hangar, G-1.



## 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.

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**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 [02/09]

**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 [02/09]

**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 [02/09]



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## 2008 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.

### 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

### December '08

- Len Kauffman / Safety Thoughts: IFR GOTCHAs
- Benton Holzwarth / November—Must be Pie Auction Time!

### January '09

- Len Kauffman / Safety Thoughts: "Don't Do Nuthin' Dumb"
- Jim Hoak + Benton Holzwarth / Young Eagle Sortie—December 2008
- Benton Holzwarth / Our Holiday Get Together at the Hickman's
- Anon? / Subject: The Groundloop



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Randall Henderson 503-577-6153(c) 503-748-7896(w), randalltc @edt.com, RV-6 bldr, HIO-Ptld

Randy Lervold 360-844-5031, randy @eaa105.org, RV-8/RV-3B & Kitfox bldr, Vancouver-Ptld

Jake Thiessen 503-606-0569, jaknjoan @minetfiber.com, multiple RV builder, Independence-Salem area

Don Wentz 503-543-3653, dasduck @comcast.net, RV-6 bldr, Scappoose-Ptld

## Flight Instructors

James Julia 503-757-8872, jmjula @yahoo.com, HIO+SPB,7S3 — CFI, CFII, MEI—Single-Engine Land/Sea, Multi-Engine Land, High Performance, Complex, Tailwheel



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

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

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

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

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

Name: \_\_\_\_\_

Renewing multiple years: \_\_\_\_yrs, \_\_\_\_ \$total

Address: \_\_\_\_\_

City/St/Zip: \_\_\_\_\_

Nat'l EAA #: \_\_\_\_\_

Home Ph: \_\_\_\_\_

Own / Fly: \_\_\_\_\_

Work Ph: \_\_\_\_\_

Current Project: \_\_\_\_\_

Cell Ph: \_\_\_\_\_

Completed Projects: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Comments: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_

\_\_\_\_\_



*The December breakfast provide ideal flying weather and many folks took full advantage. The random Twin Oaks photos in this issue are all from that morning.*

### Next General Meeting

#### VAF-Home Wing / Chapter 105

- Thursday Feb 12<sup>th</sup>, 2009 — 7:00 PM
- Advanced Flight Systems; Canby, OR
- The AF-4500 Advanced Deck EFIS
- Map pg. 6

### Next Board of Directors Meeting

- Thursday Feb 19<sup>th</sup>, 2009 — 7:00 PM
- Twin Oaks Airpark — Hangar G-1
- Contact a Board Member if you have ideas you'd like considered for Chapter 105

**EAA Chapter 105**

Editor:  
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EAA Chapter 105  
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Tigard, OR 97224-5570

**First Class Mail**

**To:**

**EAA 105**  
PORTLAND OREGON

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