

EAA 105

PORTLAND OREGON



March 2009



Michelle Smith



Although I have been flying with Ron as his right seat companion for the past 8 years, I am constantly aware of the fact that I am not a pilot and there is a lot of information on flying that I would like to know more about—and, I don't necessarily want to obtain my own license in order to do so. Of course, Ron is a fantastic

pilot and will teach me anything I want to know about flying and how the plane works but I have often been told that if you really want to learn and build your confidence then you should seek training from a professional other than your spouse or family member for reasons too numerous to mention.

I am in the process of inquiring with different agencies and flight instructors to see what types of (non-flying) classes we could put together for a small fee at our Chapter Hangar on Breakfast Saturdays. I'm thinking and hoping for about four - 2 hour classes at "roughly" \$10/person for each class. The topics would range from basic Flight Dynamics, Navigation, Radio Communications to What to do in Case of an Emergency.

If there are others out there like me who would be interested in meeting on breakfast Saturday's for the next few months starting in April, please send me an email at 397rs@comcast.net or give me a call at **503-646-2144**. Or, if you have better ideas or suggestions, I am open to them. I just want to get a feel for who might be interested before I conduct any serious negotiations with a possible instructor.

**Local EAA Chapters to have Booth at
the Oregon International Airshow**

John Polos

Chapters 105 and 782 will have a booth at the Oregon International Airshow August 28 - 30, 2009. John Polos will set up the booth and will be looking for volunteers.

In This Issue

Anyone Interested in a Flying Companion Course...2
State of the Chapter.....3
Port Townsend Aero Museum Chapter Fly-Out5
Snake River Fly-Out and Dinner Run6
Next Meet: Mark Cattell's RV-9 + Fiberglass.....7
The 18th Annual NW RV Fly-In.....8
Roy and Sandy's Rly-To Dining Adventures8
Prev Meet: Behind the Scenes at.....
 Advanced Flight Systems10
Board Meeting Highlights.....11
Buy / Sell / Trade13
2008-09 Feature Article Index14
Name Tag Order Form14
Contact! / TCs+FAAs+FIs / Renewal Form.....15

Breakfast KP Duty

Saturday, March 7th, 2009

7:00 AM – 9:00 AM	9:00 AM – Cleanup
Mike Seager	David Woboril
Ron Singh	Dale Wotring
Michelle Smith	Steve Young
Roy Thoma	Dick Zander
Sandra Bes	Martin Baumer
John Tompkins	Joe Blank
Don Wentz	Steve Callaway
Mike Wilson	Chuck Carlbom
Jim Ashford	Mark Cattell
David Attack	Dane Larson - PCC
Benton H – Cashier	Andy Powers - PCC

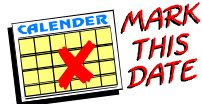
Saturday, April 4th, 2009

7:00 AM – 9:00 AM	9:00 AM – Cleanup
Garrett Damitz	Mel Carstetter
Gary Daubert	Andrey Cheremnov
Peter Davis	Bryan Chilson
Randy DeBauw	Robert Clark
Brian Dennis	Hap Clarke
Brian Doyle	Andrew Cleveland
Norm Durrell	Bob Coombs
Don Dykstra	John Cox
Steve Ebmeyer	Chuck Curtiss
Bruce Eicher	William Drake
Randy L – Cashier	Carl Dugger

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

Next Meetings

- **Mar 12th** 7:00 PM – xxx
- **mar 19th** Chapter Board Meeting
- **Mar 20th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

This month's cover goes to an Aviat A-1B 'Husky'. The current

Landings and FAA DBs show this plane based in Virginia, so it must have been some XC trip that brought her to our 'lil pancake fest.

The other *random* airplane pix in this issue are also from the February Pancakes and Grits breakfast.

State-of-the-Chapter 2009

Randy Lervold, President

Again for 2009 your board held an annual planning meeting, this year it was on Saturday, January 31st. This approach has proven to be very effective and although this is only the third year we've held this meeting I think it has now become standard procedure. Though the minutes of the meeting were published in last month's newsletter I thought I'd write an overall recap pointing out what I think is notable.

Issues for 2009

In assessing how we're doing as a chapter I try to talk to as many members as possible throughout the year. I do this to get a feel for how satisfied you are with your chapter and to gather ideas on what can do to improve. Of course we also did the web-based membership survey in November which 68 of you (out of 194 dues-paying members) participated in. In all, two things stood out as priorities to be addressed during 2009:

#1 How to do a better job of assimilating new members

Simply put, we don't do a very good job of assimilating new members into our ranks. I have heard from numerous new members over the past few years that at our events it is difficult to strike up conversations and establish relationships with existing members. To a large extent this is human nature – we all tend to stand around and talk with the people we know. The problem with that is that new folks just don't get brought into the fold, and our chapter, just like any organization, needs a steady stream of new members in order to thrive and remain healthy. So, a specific tactic was devised that you will see from now on at the monthly meetings and all chapter social functions... diligent use of name tags. Dunstan, Ron, and I (meeting coordinator, vice president, president) all now have name tag kits that we'll bring to every meeting. Don't be surprised when you see us being quite aggressive in getting name tags on everyone. Then, please do your part: when you see new members or guests around please make a point of introducing yourselves and welcoming them to our chapter!

#2 Add some flying activities

We're an aviation organization with many members with flying aircraft yet, other than the RV Fly-in and the Poker Run, we have no fly-out activities. I'm pleased to announce TWO fly-out activities will be added to our annual calendar of events: a one day fly-out to the Port Townsend Aero Museum, and an overnight fly-out to Idaho complete with dinner cruise. Look for forthcoming announcements on both events.

Finances

Perusing the details of the chapter's annual finances is not likely anyone's idea of good reading, so I'll provide an overview and extend an offer to share every detail of our books with anyone that's interested.

Around \$25,000 flowed through our books last year and we finished just under \$5,000 in the black – a good year overall. The chart below shows where the chapter derives its income:

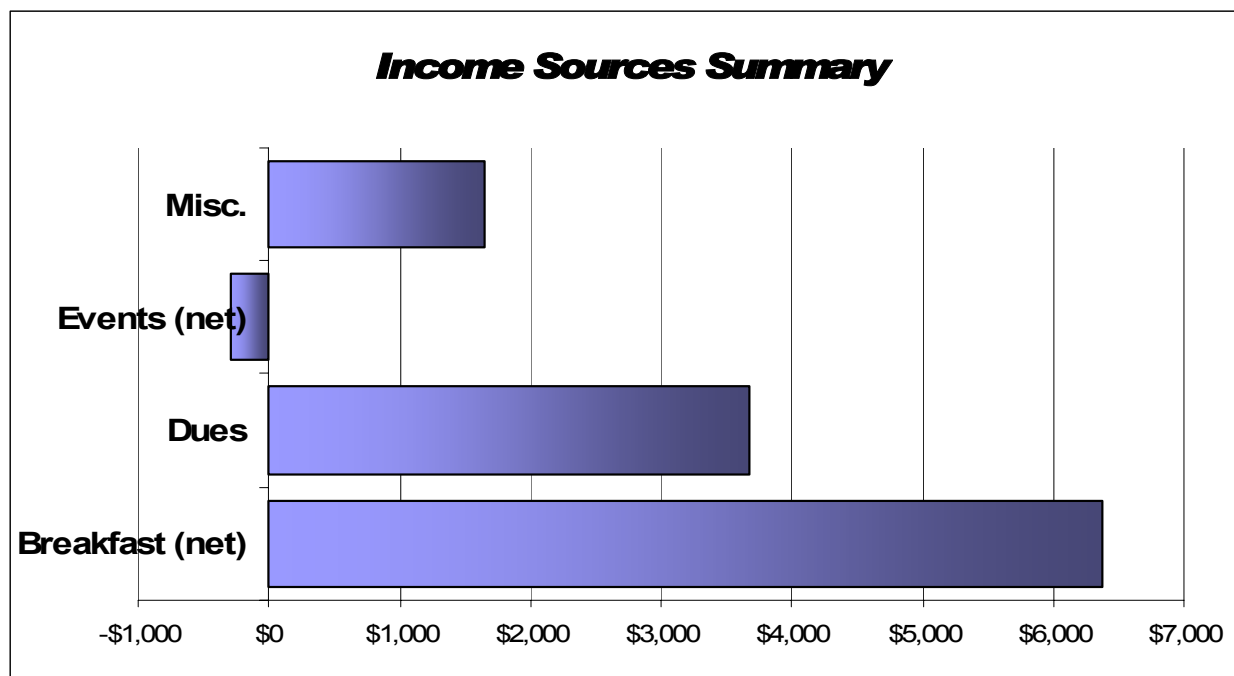
As you can see the breakfast continues to be our single

largest source of income, and by a fair margin. Normally our events taken all together generate some income but that was not the case last year. That was due to several factors, most notably the B17 couldn't fly any missions on the last day and we therefore derived no income. We still made money on the event, just not the usual level. The RV Fly-in is really just t-shirt sales now that chapter 902 is handling the food. T-shirt sales have declined steadily for the last several years and we'll cut back the number we order for 2009 yet again in an attempt to have none left over thus boosting our margin for the event.

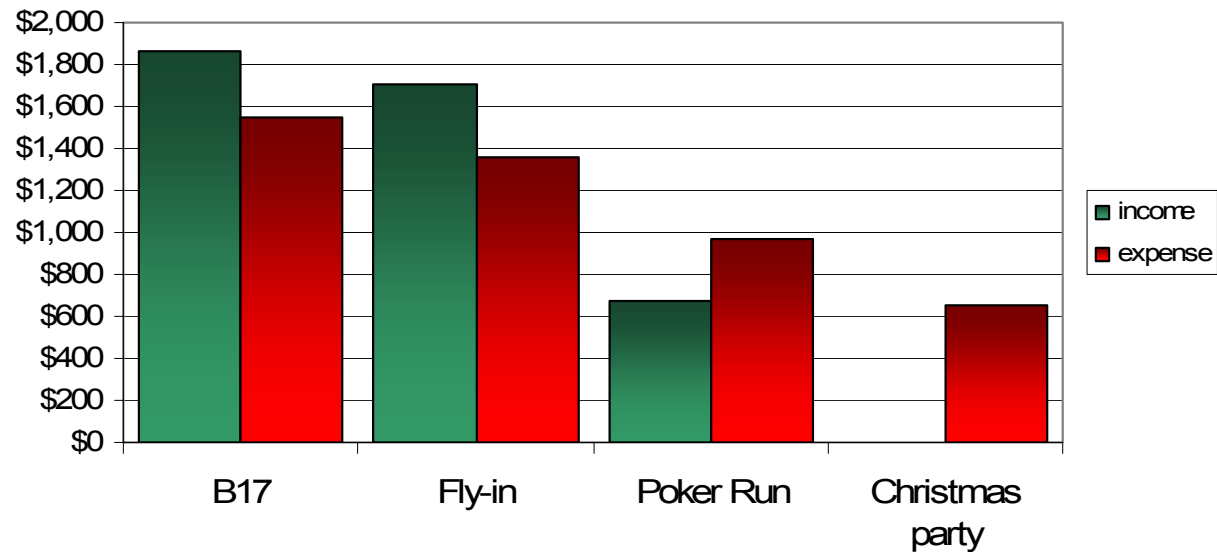
Having done a good job hosting the B17 we've been invited to host again so please consider volunteering when the time comes, this is an important event for the chapter.

Events

In addition to the above schedule Ron and Michelle will announce the date for the annual Young Eagle pilot's meeting and other details of this year's YE program. Thanks to both of them for running the YE program.



Events P&L



May 15-17	B17 Visit at HIO First Young Eagle Event of the Year (May 16-17)
May 30 th	Young Eagle Event at Pearson Air Museum
June 20 th	18 th Annual NW RV Fly-In at Scappoose
June 27 th	Pt. Townsend Air Museum Fly-Out
July 4-5	Snake River Dinner Run
August 1 st	Young Eagle Event, at Chapter Hangar Following Monthly Breakfast
August 29-30	Recruiting Booth at HIO Airshow
September 5 th	Young Eagle Event, at Chapter Hangar Following Monthly Breakfast
September 12 th	Poker Run

The schedule of events for 2009 — mark your calendar.

The Chapter Hangar

The last issue I'd like to comment on is the chapter hangar. The board has felt for some time now that this new facility has been under utilized. Ideally all chapter members would have 24/7 access to it so as to use the various tools and machines and/or use it as a meeting place when launching group flights, et cetera. The problem of course is security, if access is too widespread then theft or vandalism could result. Still, this is a valuable asset we've worked long and hard to have for our membership so effective this month we have installed a combination lockbox next to the door and all chapter members will be provided the combination. Since this newsletter is posted for public consumption look for a separate e-mail with the combination. Our plan is to change the combination once per year in January and e-mail it to all current members. Again, if you don't receive an e-mail from me in the next week, or don't have e-mail, please give me a call and I'll give it to you directly, 360-844-5031. Please, help us avoid any theft or vandalism, don't give out the combination to non-members!

That's it, I hope you're pleased with the direction the chapter is heading and what we have planned for the year. If not please let us know!

...Randy

Kid's Airway Science Program to Restart

John Polos

The Airway Science program for kids is about to start up again. It was shut down when Mr. Strickland passed away, last year. We hope to have it up and running by April 2009. It will be taught at three sites: Hillsboro Airport, PCC Cascade (near Jefferson High) and at Pearson Air Museum. The Pearson class will be taught by EAA member John Polos. For more information go on line at www.airwayscience.org or contact Hank Miggins at 503-709-5875.

Port Townsend Aero Museum Chapter Fly-Out June 27

Tom Louris

The chapter fly out is scheduled for Saturday June 27th to visit the Port Townsend Aero Museum. The museum is located at Jefferson County International Airport (059) approximately 158 nm flight from Twin Oaks.

The Port Townsend Aero Museum is a non-profit organization dedicated to serving youth and families by developing and operating a center for the interpretation of and education about historic aviation in the Pacific Northwest. The Port Townsend Aero Museum connects yesterday, today and tomorrow through education, restoration, operation and interpretation of antique and classic aircraft. The Museum preserves history, provides volunteers challenging tasks and enhances work-based opportunities for youth and young adults.

For those who would like to have breakfast along the route a dining location is in the planning and will be announced well before the fly out. Arrival at Port Townsend for our tour is currently scheduled for 11:30 AM and will take approximately an hour. There is also the Spruce Goose Cafe on the field, they serve breakfast from 7AM to 12.

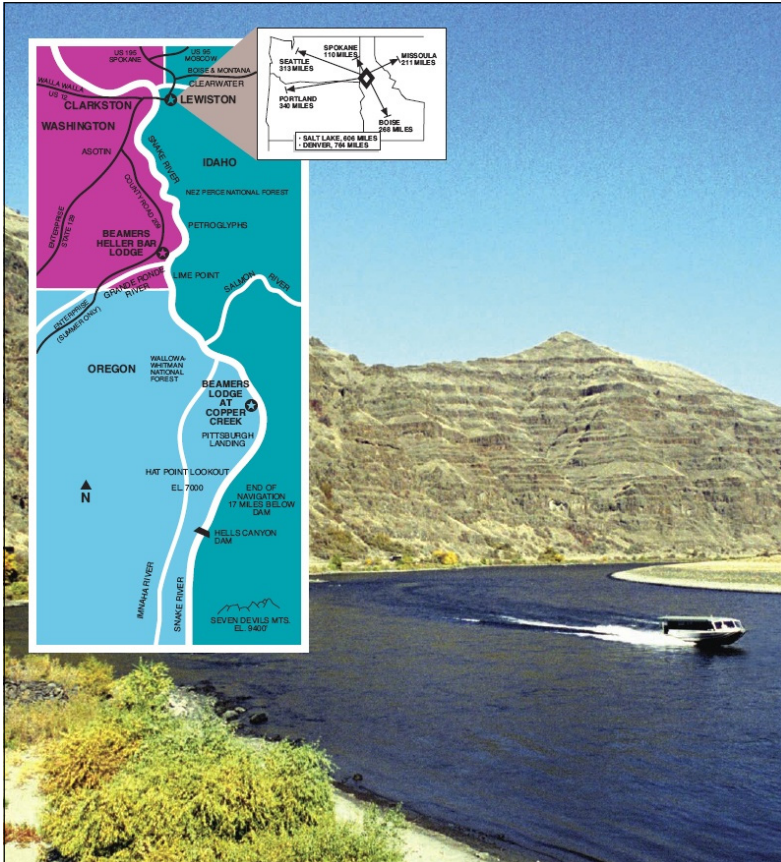
...Tom



Snake River Fly-Out and Jet Boat Dinner Run July 4-5

Tired of negotiating with your spouse for a weekend flying with your buddies? Feeling guilty about leaving the little woman at home alone while you enjoy the wonders of flight? **SO BRING HER ALONG!**

This year's event is a **Snake River Hells Canyon Jetboat Dinner Run** on Saturday evening, July 4, 2009. Fly out Friday or Saturday to the expansive runways of Lewiston-Nez Perce County Airport (KLWS) in Lewiston, Idaho, check in across the river at the Quality Inn & Suites Conference Center in Clarkston, Washington, and then walk 500 feet to the dock for a 34 mile jetboat ride Saturday night up the Snake River into Hells Canyon with Beamers Hells Canyon Tours for dinner at Beamers Heller Bar Lodge at the mouth of the Grande Ronde. Check in starts at 3:00 pm at the Inn, and the jetboat leaves the dock at 5:00 pm Saturday and returns at 9:00 pm.



WE ARE PROUD of our US Coast Guard approved boats, captains and our more than 20 year perfect safety record for professional whitewater jet boat tours for people of all ages.

YOU WILL EXPLORE petroglyphs found at large rocky outcroppings on both sides of the Snake River at Buffalo Eddy. Twenty-seven groups with 240 individual designs were left by primitive people and have yet to be translated.

Oregon's last road to the river ends at **NEZ PERCE CROSSING** called Dug Bar where in 1877, Chief Joseph led his people across the flooding Snake River. After crossing, hostilities erupted resulting in a 3 month, 1,700 mile battle with US Cavalry that ended in Montana just 30 miles from sanctuary in Canada.

THE HELLS CANYON MAIL route has been running the riffles and rapids of the Snake River since 1919. Filled with history and natural beauty, this tour is available year round through rain, sleet or snow. Beamen is the exclusive outfitter entrusted to deliver the US Mail to the canyon residents.

The chapter has reserved a block of 10 rooms for Saturday night and 20 jetboat/dinner seats to obtain group rates. More rooms and seats are currently available, but we don't know how long they will last. Rooms are \$89.95 per room and seats are \$82.92 per person or \$75.50 per person for groups of 20 or more (\$241 per couple for the trip at the group rate). Call Beamers at 1-800-522-6966 to reserve your seats for the jetboat dinner (confirmation number 26530), then call Quality Inn at 1-509-758-9500 to reserve your room (confirmation number 246508), then call or e-mail Rion Bourgeois at 503-670-1144 and rion@att.net so he can confirm we are eligible for the group rate. The chapter's hold on the rooms and seats will expire 30 days before the trip, so be sure to make your reservations soon to be sure you get a seat and we all get the group rate.

For more information, see:
www.hellscanyontours.com

Meeting Coordinator:

Dunstan Fandel

dunstan.fandel@sun.com

503-614-9737 (H)



Program: Mark Cattell's RV-9 / Fiberglass

Location: 34134 Hankey Rd.
St. Helens, OR 97051

Date/Time: Thursday, March 12, 2009

Time: 7:00 pm

Phone: 503-366-9446

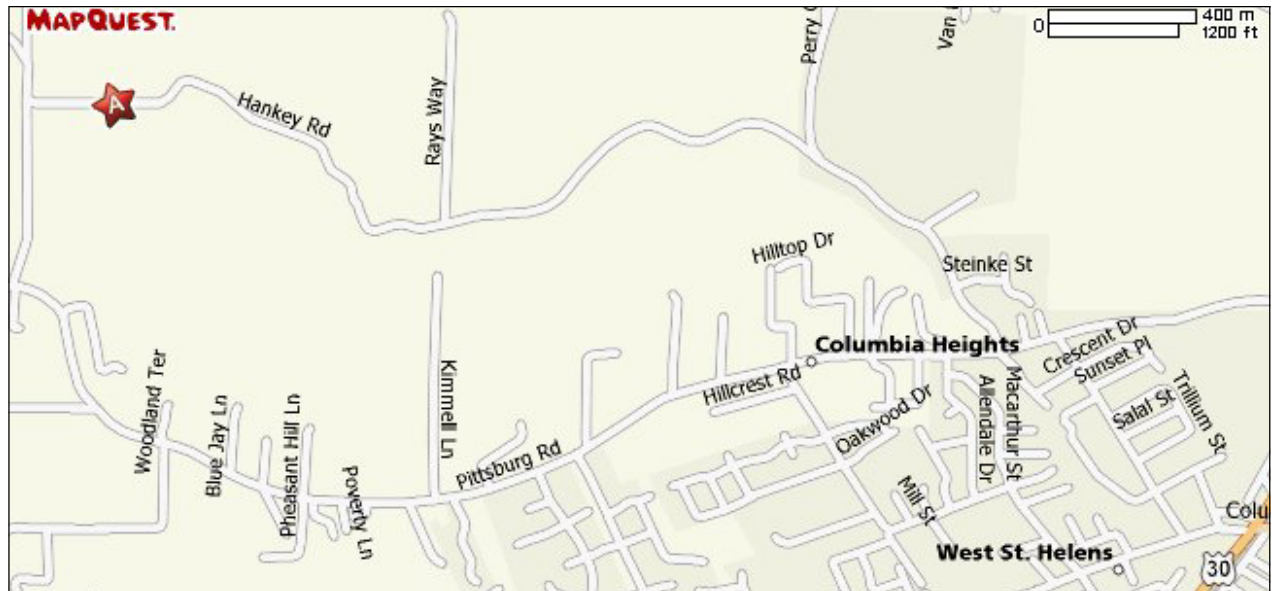
Mark's project: I'm building an RV-9A. I'm trying to build the most modern equipped airplane as possible with some of the latest avionics available (this week anyway). My avionics includes a AFS AF-4500 EFIS (demo model for now), Vertical Power VP-100 solid state electrical system, Garmin 696 GPS and Trio ProPilot Autopilot. These are all newly released products that I can demonstrate. The radio stack includes a Garmin 430W, SL40, PMA 80000B intercom and a GTX330 transponder with traffic. I have Duckworks HID Landing Lights and will have Aveo LED Nav/Strobe lights.

Frustrated with the aluminum sliding canopy skirt as many of you may have been, I've fabricated a single



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.



piece canopy skirt from fiberglass. This skirt provides a nice snug fit around the entire canopy. I made this skirt with the help of my neighbor who repairs and modifies fiberglass sailboats for a living. It's incredible what he can do with fiberglass and he'll be present for the meeting so bring all your fiberglass questions to ask the master. He'll show you how easy it is to fabricate your own fiberglass skirt.

Driving Directions

I'm located about 10 miles past the Scappoose Airport. From Portland take Highway 30 NW through Scappoose to St. Helens. Continue through St. Helens to far end of town and turn Left on Pittsburg Road. Travel straight 2.5 miles. Just after crossing a small bridge turn Right on Robinette Road. Proceed up short hill and turn Right at first intersection which is Hankey Road. Go to 3rd house on Right with lighted pillars next to drive. Drive down long drive to airplane shop (barn) straight ahead. There's plenty of room to park in front of shop or next to drive in grass. Google may indicate a different directions but this is the easiest way without side streets and getting lost. There is no cell phone coverage when you get close.

Future Meetings

Apr – Magneto clinic

May – Van's Aircraft (tentative)

June – Parkside flyin & bbq (tentative)

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!

The 18th Annual NW RV Fly In

Joe Blank—Fly In Boss



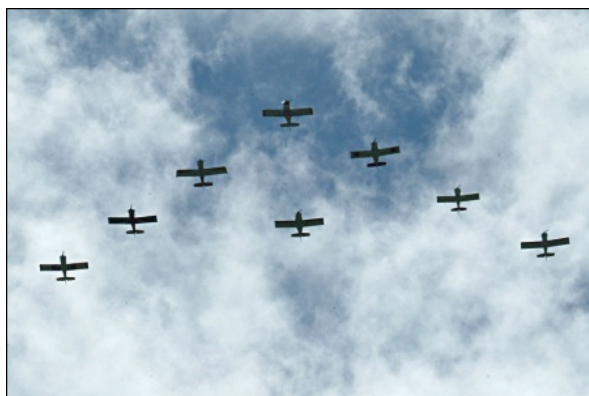
The NW Annual RV Fly In is now in the initial planning stages. Now in its 18th year for 2009, the Home Wing sponsored "NW RV Fly-in" has developed a loyal following with RV pilots attending from as far away as California and Texas. Traditionally held the Saturday of Father's Day weekend, it's a great chance to get up close and personal with over 100 RV builders and flyers. Walk the flight line, take some pictures, have a hamburger lunch, and buy an event t-shirt... if you're interested in RVs, you won't be disappointed. The 2009 event will again be held at Scappoose (KSPB) on Saturday, June 20th.

Of course this Fly In, like any other, is made successful by the use of volunteer help. At this time I am shamelessly soliciting names to participate as "Crew Chiefs" and/or staff for Grounds Set Up/Take Down/Cleanup, Auto Parking, Aircraft Parking, and T-Shirt Sales. (Did I mention that Crew Chiefs receive a free T-Shirt?) Other opportunities for folks to provide help are someone to make up various signs; be a photographer... you get the idea... Interested parties please contact me.

Speaking of our fly-in t-shirt — every year it's a new design with a new plane (or planes) featured. They've become something of a collector's item, with many people taking pride in owning one from every year. We are still looking for this year's candidate, so if you are interested in displaying your work of art on this year's T-shirt, E-mail me at the address below.

Some of the past years shirts are still available for sale at the monthly breakfasts. Just ask...

Blue Skies!
Joe Blank – 2009 Fly In Boss
Jblank6 'at' gmail 'dot' com



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

New Members and Members in New Places

New member **Rick Sheldon** writes:

I am currently building a RV9A, finishing up the empanage. I am a licensed A&P mechanic and private pilot. I am really enjoying this project, and looking forward to networking with other builders.

And new member **Glenn Giere**:

I started flying in 1957, did my first few hours in Champs and a J3 then bought a PT-26 for \$800 and finished my private in it. Flew skydivers in the army, got my helicopter rating with GI money, then added commercial and instrument in the late 60's.



I worked for ABC Sports and produced several aviation related programs for "The American Sportsman". While filming one in Texas I flew a Mustang, a Corsair and got typed in a B-17. Way hot!

I had a Pitts S2-A for 28 years and flew quite a few competitions in the US and Canada. I rebuilt it twice over that time.

In '97, tired of flip flopping through the sky and looking for a project, I found a TriPacer in a barn, put it together and flew it for a few years, then got my A&P and did a three year cockpit forward rebuild. It awaits me back in New Jersey, from whence I've just moved.

Roy and Sandy's Fly-To Dining Adventures

Sandra Bes



In late summer in the Willamette Valley, the evening sun stays high in the sky till well past dinnertime. As the sun sinks behind the coast range, long red waves bounce off the afternoon thermals or dust sitting in the sky, kicked up from tractors busy at work in the valley floor. From a vantage point of 3500 ft, it looks as if the gates of Heaven open in a golden, orange glow, somewhere out to sea past Newport. Layers of violet and twilight blue as the sun fades are the angels' visible applause for the spectacle.



It was on such a late summer evening that we were sitting on the porch swing in Hillsboro evaluating our options for fly-to dinner destinations. We had tarried about, working in the yard, but still hoped we could get up in the sky in time to enjoy mother natures show and find some good eats. Roy reminded me of the flyer advertising Smokey Rays BBQ we had seen on the table at the Starduster Café during a recent breakfast trek to the

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...



Above: The Starduster, on Independence airport, becomes Smokey Ray's BBQ on Thursday to Sunday evenings from 5:00-8:00 PM.

airport at Independence. We found the flyer in our loosely organized dining table filing system. The hours of operation were 5pm to 8pm and we noted by the time we got to the airport and wheels up, our flight time to Independence would put us there about closing time. A quick phone call to see how late they would seat us, and a pleasant voice at the other end assured us that if we didn't dilly-dally they would wait for us to arrive.

A little more than an hour later, we were walking across the tarmac in Independence. Sure enough, Susan, whose voice we had heard on the phone, greeted us at the door and gestured for us to take a seat. There was another couple still seated, so we didn't feel like we were keeping them too long past closing.

The menu at Smokey Rays is short, sweet and to the point. Old fashioned smoker BBQ, with your choice of beef brisket, pork or beef ribs, chicken or sausage. For side dishes you have your choice of potato salad, green salad, ham and beans, or coleslaw and either cornbread or sourdough rolls. The BBQ is terrific, and the sourdough rolls themselves make it entirely worth the trip to

this flight-line diner. On a recent trip to Smokey Rays we were delighted to discover the menu has been expanded to include steamed muscles and clams, and fish & chips. Nightly specials are offered as well. On the night we were there, we filled up on "all you can eat pork riblets". Susan said this was one of her families' own favorites.

Jerry and Susan started Smokey Rays. We visited with Susan while she served our dinner and she explained that she and Jerry were bored in retirement. A little brainstorming with their son David and his wife Amy, who operate the Starduster in its popular Breakfast and Lunch persona, and they decided to add Smokey Rays as a dinner ser-

vice. Jerry learned how to grill and smoke meats from his Grandmother. Jerry uses his Grandmothers recipes for seasoning in addition to hickory, apple and cherry wood in a high quality smoker they purchased for the restaurant. Add in Susan's 12 years experience baking 1500 rolls a day for the children of the Independence school district, and you have a recipe for success.

The BBQ Ribs are fall-off-the-bone tender, and you can leave your fork on the table for these – just have some napkins handy. You may want to get a bib. Its worth it to note here that the BBQ at Rays is made Southern Style, heavy with hickory smoke and vinegar and not suffocated with slathers of sauce. Sauces are available on the side, in varying degrees of fieriness.

Fast forward to the early days of November. The autumn leaves were morning the loss of the summer sun, as were we. Mulling over our dinner destinations, we thought of Smokey Rays and wondered if they stayed open during the fall and winter. Another short call to the Starduster and that same pleasant voice assured us they'd stay open

as long as folks kept coming. Presidents day weekend, and to our delight, folks were still coming. Susan's warm greeting, the rich smell of hickory from the smoker and fresh rolls from the oven were like basking in the glow of a summer sunset. Sunset flights may still be a ways away, but if you have a hankering for some sunshine you'll get a taste of it at Smokey Rays, so get yourself and your favorite sunset watching partner in the plane and head down to Independence. Tell them Roy and Sandy sent you!

Basic information: Dinner served Thurs, Fri, Sat and Sun. Open from 5pm until 8pm. Entrees range from \$7 to \$16. Beer and wine is available. Seating is first come, first served. We've never waited for a table, but that might change come summer. Outdoor seating is available.

The airport: Independence airport is publicly owned with a single 3142' north/south runway. It is 42nm South, South-West of HIO. See <http://www.airnav.com/airport/7S5> for details. It is also a fairly large airpark community. In addition to the Starduster Café, there are two self serve fuel suppliers and EAA chapter 292 is based at the airport (<http://www.eaa292.org/>).

Addendum to the Feb 09 article about The Riverhouse in Pacific City. Basic information: Open from seven days a week. Open at 11am. During the winter they close at 8pm Sun thru Thursday, and at 9pm Friday and Saturday. During summer hours they close at 9pm. The restaurant seats about 50, on busy nights we have waited as long as 20 to 30 minutes. The menu notes "Because all of our foods are freshly prepared, it may take a little longer to be served. Please relax and enjoy!" The price range is higher than your typical \$100 hamburger place. Dinner ranges from \$17 to \$29. Burgers and sandwiches are \$8 to \$17. Beer and wine available. See more details at <http://www.riverhousefoods.com/dining.php>

Behind the scenes at Advanced Flight Systems

Benton Holzwarth

Our February meeting was held at the offices and shop of Rob Hickman's Advanced Flight Systems just off the main drag in Canby. In the opening business, new member Glenn Giere and guest Dave Brown introduced themselves. Paul Grimstad renewed his offer of his trailer for moving projects.

Someone, I missed whom, was showing off his ballcap with LEDs built into the bill. Said 'Extreme Geek' was the source. Someone else piped up that Lowe's has 'em too.

Dick VanGrunsvan talked for a few minutes about a project he's working to get off the ground. He's worked for years with Bob Strickland and the Centers for Airway Science. Plans are not completely firmed up yet, but in broad strokes, he'd like to make available to the CAS kids an RV-12 kit for them to assemble. From there, they might elect to take flight training with it, or sell to finance another kit to assemble. The work would likely take place at the Van's Aircraft shops in Aurora, and Scott McDaniels has been approached about leading the

sessions. Dick will be appealing to the experienced builders in the chapter to assist the effort.

While he had the floor, Dick also talked a little about his most recent visit to FAA headquarters in DC where the '51% rule' was being discussed. FAA's aim is to reign in the commercial shops that aren't working within the spirit or letter of the rules. Dick said the outcome of the sessions was good, in that he and the others from the builder community were able to shoot down the more draconian proposals. It was a 'damage control' situation. There'll be more news forthcoming in the EAA and Van's publications. With luck, the outcome of this thrust by the FAA will be little more than a few additional forms and disclosures to be filed for your Airworthiness and Repairman's Certs. He expects the new rules may take effect around mid-year.

From there Rob Hickman took over to introduce his crew and say a few words about the AFS operation and products. He has 9 or 10 employees now: Dave does the mapping SW; Pete handles Service, and Assembly-Test; Ken does SW and was the first employee; Travis (not



Rob describes his current projects

present) is an EE and assists with the HW designs; Dave (another Dave?) works on the Engine SW; Trish handles the accounts and Jenny is the ITAR (technology export) expert.

Rob says he spends about half-time working on developing the AFS products and the other half developing for Honeywell. His system is the factory setup for Glasair.

He talked a bit about the various schemes available for traffic conflict warnings: TIS, active traffic (Avidyne, used in Cirrus aircraft until recently) actively pings nearby traffic's transponders. Other systems just wait for approach radars to ping the transponders and passively listen for the responses. ADS-B is a ground and air based system with coverage in the west, with nationwide coverage expected by 2011. ADS-B also includes weather.

AFS' latest product is the AF3400/3500, (same functions but different screen sizes.) At Sun 'n Fun AFS demo'd their 'advanced deck' and began taking future orders. Their design was well along until Garmin introduced 'synthetic vision'. Sent Rob and probably others back to their drawing boards—the feature is compute intensive and the planned engine wouldn't have had the power to support the feature, which now everyone will need to be developing to stay in the game.

Rob made a fairly telling remark towards the end of his talk. He's been working on an Instrument Rating, and said insights gained in its pursuit are directly reflected back into adjustments in the operation and functions.



The AFS shop is orderly with space for further expansion.

Board Meeting Highlights

Your Chapter 105 Board

The meeting, held at the chapter hangar at Twin Oaks Airpark convened shortly after 7:00, Thursday evening, 26 Feb 09.

Attending this evening were Michelle Smith, Jerry VanGrunsvan, Rion Bourgeois, Ron Singh, Jim Mitchell, Joe Miller, Randy Lervold, Tom Louris and Dick VanGrunsvan.

The January planning session minutes were adopted without change.

Agenda:

- Hangar Ops (Rion): Rion found and installed a 'realtor lock' so we can share a combination with the members to allow them access to the key-lock on the chapter hangar.

The internet connection for the hangar seems to be moving forward. Tonight the computer reports a strong wireless signal. Still isn't connecting, but presumably now it's a matter of getting the right settings loaded. Steve Rosenstock is still working on it, and we hear Denny Fuhman is also now lending a hand.

As reported earlier, we have a tenant in hangar G-3 now. He's working on a tail-kit.

- Breakfast Ops (Rion): Len wasn't here to report this

time, but Rion spoke up about the grill hood being due for steam cleaning again. He said the guy who does that just calls periodically and Rion says 'no' then gives a 'yes' about every two years. \$350 was approved by the board for the work, and Rion will say 'yes' next time the guy calls.

Action items from the Jan meeting:

- Randy will generate a 'State of the Chapter' article for the newsletter.

- Tri-Fold brochure (Ron): Back at the Jan meeting we'd been talking about John Polos and his enthusiasm to set up a booth at the Oregon Int'l Airshow this summer, mostly to provide some activities for the younger kids. We'd thought a little about ways to join in and share some info about our chapter.

Ron mentioned he'd layed out a tri-fold brochure and said he'd resurect that for us. This evening he brought his draft. All agreed that it was just what we were looking for. Randy will take the artwork from here and adjust the fonts and styles to be consistent with the chapter website and newsletter. BentonH offered to print copies for distribution at the chapter breakfasts and at the airshow later this summer. Randy will forward the artwork when he's worked his adjustments.

- RandyL organized a survey of the chapter members, touching on a wide list of topics. His action item was to post that on the chapter website and he's done that now.

- Port Townsend Aero Museum fly-out day-trip (TomL): Tom talked to head of the museum. They have an interesting operation there, organizing kids to perform the restorations and act as guides for museum guests. The people that have met the kids say they are extremely polite and knowledgeable.

Tom had settled on a couple dates that were open for both parties. Jun 27 was selected as the best fit for us, based on things going on in the other months and that leaving an opportunity for rain-dates. The plan is to arrive at an appointed hour, receive a presentation as a group. Then break into smaller groups for tours led by the youth contingent.

JerryVG suggested stopping for breakfast along the way, e.g. Packwood. Flyout to Port Townsend Aero Museum. There was a suggestion to set up some mechanism for ride sharing; the chapter website forum seemed like the right solution.

- Lewiston Overnight fly-out (JerryVG/Rion): Jerry opened with some explanation of the 'air tours' he's been on with the antiquers. Some of the places he's been with them have been terrific fun, but if transportation is required from the airport to the activities, the logistics can be a lot of work.

Of the destinations Jerry and Rion scouted out, Lewiston, ID, seemed like the best setup. The trip would be to fly to Lewiston, the motel is adjacent to the airstrip and boat dock. Arrive after 3:00 to check-in, then be on the boat dock by 5:00 for a jet-boat ride 35 miles up Hells Canyon to our dinner reservation, then back down the river to the accommodations.

The total cost would be \$241/couple if we can fill the 'group rate' of 20 or more. Rion was authorized to reserve 20 places (\$15/each deposit, refundable up to 30 days before event) for the July 4th weekend. Randy reminds us that communication is the key to the whole thing. We need to get a flyer done and put on the website and newsletter.

- Young Eagles (RonS): Ron and Michelle have selected four dates for organized YE rallies for this season: May 16-17 at the B-17 event, May 30 at Pearson, and Aug 1 and Sep 5 at Twin Oaks following our pancake breakfasts.



A wide shot of the instruments Advanced Flight Systems had on display for our meeting.

- Flying Companions seminar (MichelleS): WA 99s put on an all-day class for right-seaters every year at the Puyallap show for \$50, and every year Michelle misses it because she wants to see the rest of the show.

Michelle floated the idea of the chapter hosting a session, if the Washington 99s group would travel down here, or perhaps Jim Jula or Emily Stark could lead a session. Everyone agreed that would be a great idea and very apropos our charter. Other leads suggested were to talk to the local 99s group or AOPA. Suggestion was made to try to get it organized for the beginning of the flying season rather than the end so the lessons could be applied immediately. Michelle will look into developing the seminar and report back to the board for the next meeting.

- Forum tutorial articles (Randy): Randy has an action item to produce some tutorial articles to walk members through joining up and using the chapter website forum feature.

Open floor:

- Young Eagles (RonS): The schedule is set. Ron has update for the YE page on the website for Randy. He'll again hold a season kick-off meeting on 2 May to get pilots together following the breakfast in chapter hangar. Also at the end of the season last year he organized a YE pilot party and would like to repeat that this year.

Ron asked about a YE budget for the year. Typically we spend \$150 for awards (mugs) presented at end of the season. Last year all (about 20) YE pilots were given 'special edition' chapter caps that had had extra embroidery "Young Eagle Pilot" stitched in. Those were appreciated. There are a few remaining from that order, but Ron would like to order more and repeat the gesture. Also, we guessed that there might be another \$100 of consumables (labels, water, etc) needed.

Ron proposed giving an EAA membership after each event to one of the Young Eagles between 14 and 17 years old. The Young Eagle would have to apply and be selected for the award.

Jerry suggested a 'big brother' mentor scheme, more of a one-on-one arrangement. We'd need to assemble the list of volunteer mentors before bringing it to the kids. The commitment would be as much or as little as the kid

seems to want. Being someone they can talk 'airplane' with, maybe an occasional ride.

DickVG pointed out EAA is working on follow-on programs to keep the kids active after their ride. Ron will talk to nat'l about what they might have going and will try to put something together for the April newsletter.

Randy moved we approve a \$500 budget for Young Eagle awards, caps and consumables. That amount doesn't include the EAA memberships. We're still working on some sort of follow-on activities.

- Oregon Int'l Airshow (Rion): Magneto flight is ON again this year. The flight has been a demo featuring John Halle in his Lancair, several RVs and Ron flying his RANS. The crowds have appreciated seeing Ron flying along at MCA while John blows by him at full-tilt. And the RVs falling somewhere between. John is retiring and selling his plane, so won't be available this year, but the show will go on. There are insurance requirements to perform at the airshow (carry liability and add named-insureds.)

There is also a 'Kid's Day' at the airshow and Rion would like to give some YE rides if that could be arranged. Perhaps just having some homebuilts on display would be interesting to them.

Rion would like to borrow Van's wing for display (OK with Dick,) and Dick suggests maybe working on an RV-12 wing in the chapter booth, maybe letting folks that come by pull a few rivets.

Michelle suggested flying the -12 in Magneto flight. Dick will consider.

- Saturday breakfast fly-outs (DickVG): There is a long-standing breakfast fly-out, every Saturday morning. Dick would like to see more participation and asks if we can advertise it on the website and newsletter. (Absolutely we can!) The usual MO is to be in the air at 7:30, and tune 122.75. Possibilities are kicked back and forth until concensus is reached, and sometimes the group breaks for two different destinations. It was also suggested that the forums could be used to start the destination discussion a day or two before.

- Chapter project--Chard 6 (DickVG): Carl Battjes was the most recent owner of the proof-of-concept RV-6, the

Chard-6. His son has it now. No one could remember much of it's current state; JerryVG thought there were some mods started that are probably committed now.

Dick hasn't talked with the family since the Carl's funeral, but suggested maybe he'd be open to a deal where we'd restore it to flying condition and sell for 1/3rd of the proceeds. It could be run as a chapter project. We'd have to find someone to perform a Condition Inspection on it when finished.

With no pressing business anticipated for next month the plan is to not hold a board meeting in March.

With all business covered, we adjourned at 9:00 PM.

Chapter Calendar:

- May 15-17 EAA's B-17 @ HIO (+ YE Sat/Sun)
- May 30 YE @ Pearson
- June 20 NW RV Fly-In (+ YE)
- Jun 27 Port Townsend fly-out
- Jul 4-5 Lewiston, ID. Snake River Jet-boat Dinner Run
- Aug 1 YE @ Twin Oaks
- Aug 29-30 Oregon Int'l Airshow
- Sep 5 YE @ Twin Oaks
- Sep 12-13 Poker Run



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.

Must clear out hangar G5 at TwinOaks, several items for sale at reduced prices. (1) 3-ft x 6-ft HD work bench with laminated wood top and steel frame on casters plus side drawers \$85. (2)

4-dr file cabinets, \$20 and \$32. (2) 2-ft deep by 5-ft wide 6-shelf heavy duty wire carts \$65 ea. (1) fire proof rag disposal can, new \$20. Contact Jim Hoak 503-646-7686 [06/09]



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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]

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2008-09 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.

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

February '09

- Roy Thoma / Unusual Happening: Rotax 912ULS Engine Failure
- ?? / Termination of Satellite Monitoring of 121.5 MHz ELTs — Are You Ready?
- Bruce Rose / TSA Proposed Rule: Large Aircraft Security Program (LASP)
- Bob Duncan / First Flight—Ron Poe and Bob Duncan's Resto of Bill Benedict's RV-4
- Sandra Bes / Fly-out Dining—The Riverhouse in Pacific City
- Max Trescott (via FAAST Safety Team) Risk Management: Consider the Unique Risks Faced for Each Flight
- Oregonian / Obit: Bob Strickland



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Camas, WA 98607

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Spouse's Name: _____



*Dick, having a little fun with a plea for donations for our Rion, reduced to playing for a coin.
 (Actually, a street musician Dick bumped into in his travels, bearing a striking resemblance..)*

Next General Meeting

VAF-Home Wing / Chapter 105

- Thursday Mar 12th, 2009 — 7:00 PM
- Mark Cattell's RV-9 + Fiberglass — St. Helens, OR
- Map pg. 7

Next Board of Directors Meeting

- Thursday **April 16th**, 2009 — 7:00 PM
- ****** No Meeting Planned for March ******
- Twin Oaks Airpark — Hangar G-1
- Contact a Board Member if you have ideas you'd like considered for Chapter 105

EAA Chapter 105

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To:



First Class Mail

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