

EAA 105

PORTLAND OREGON

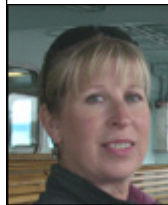


April 2009



**Flying Companion's Course
Plans Forming**

Michelle Smith



We've received a pretty good response to last month's Flying Companion's Seminar article in which we were trying to start up a course for right seat non-flying partners, friends or relatives of pilots that want to know more about the principles of flight and how to be more helpful in the cockpit. Sandra Bes has been working

with me on the details and so far, we have 6-8 interested individuals and we are in the process of narrowing down the course topics with Flight Instructor, Emily Stark.

At this point, we are expecting to have a series of 1-2 hour classes on Saturdays or Sundays (most likely one day a month throughout the spring and early summer). We were previously shooting for breakfast Saturdays but that might not always be the case. These details should be firmed up by the second week in April and all classes will be held at the EAA 105 Chapter Hangar at Twin Oaks Airpark. There will also be a small reasonable fee associated with each meeting to cover Emily's time.

If there are still interested parties out there, give me a call (503-646-2144) or send me an email at 397rs@comcast.net asap. I'll also have a sign up sheet at the breakfast on April 4th.

Loose Bits

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Breakfast KP Duty

Saturday, April 4th, 2009

| | |
|-------------------|-------------------|
| 7:00 AM — 9:00 AM | 9:00 AM — Cleanup |
| Steve Callaway | Dane Larson—PCC |
| Dave Carlson | Andy Powers - PCC |
| Garrett Damitz | Mel Carstetter |
| Peter Davis | Andrey Cheremnov |
| Randy DeBauw | Bryan Chilson |
| Brian Doyle | Robert Clark |
| Don Dykstra | Bob Coombs |
| Steve Ebmeyer | John Cox |
| Bruce Eicher | Chuck Curtiss |
| Steve Young | William Drake |
| Randy L — Cashier | Carl Dugger |

Saturday, May 2nd, 2009

| | |
|-------------------|-------------------|
| 7:00 AM — 9:00 AM | 9:00 AM — Cleanup |
| Laird Smith | Andrew Cleveland |
| David Carlson | Norm Durrell |
| Art Cornelius | Bob Eurick |
| Greg English | Dale Fillmore |
| John Flood | Warren Fraim |
| Ray Fogg | Brian Freeman |
| Walt Foster | Bobby Freeman |
| Zane Gard | John Friedemann |
| Glenn Giere | Dennis Fuhrman |
| Roy Glass | Bill Fulgham |
| Randy G—Cashier | Richard Graves |

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

RIP—Sparky Imeson

Sparky Imeson, famed mountain flying pilot, instructor and author of 19 books, including the 'Mountain Flying Bible' and 'Taildragger Tactics' died March 17. He was on a flight from Bozeman to Helena, MT, when contact was lost with his '180. Two days later it was found near Canyon Ferry, MT.

Jackson Hole News: <http://tinyurl.com/dlg9nk>

RIP—Steve Fordyce

Steve Fordyce, and his passenger Pam Lusardi, died in the crash of Steve's Tri-Pacer on Chehalem mountain, on April 1, air-commuting to their jobs at NVidia and Intel. Steve was a regular at our pancake breakfasts and active with the local short-wing group. Pam Lusardi was the owner of Lusardi Field (4OR7) near Salem, where Steve kept his airplane.

Steve's funeral will be at 2:00 PM on Tuesday at St. Joseph. 721 Chemeketa St. NE, Salem

Next Meetings

- **Apr 9th** 7:00 PM— Magneto Clinic at the Chapter Hangar (Twin Oaks—G1)
- **Apr 16th** Chapter Board Meeting
- **Apr 18th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

Jon Friedemann launches out of Twin Oaks in his RV-6 following the March pancakes 'n grits breakfast.

lowing the March pancakes 'n grits breakfast.

Meeting Coordinator:

Dunstan Fandel

dunstan.fandel@sun.com

503-614-9737 (H)



Program: Bill Davidge on Magneto
Operation, Maintenance and Repair

Location: Chapter Hangar (G-1)
Twin Oaks Airpark

Date/Time: Thursday, April 9th, 2009

Time: 7:00 pm

Driving Directions

From Washington Square, go west on Scholls Ferry Rd. When Scholls Ferry drives left at the flashing yellow light, go straight onto River Rd, and about another mile. It's on the left. If you get to the alpaca ranch, you've gone just a little too far. From Hillsboro, go south on River Rd.

Future Meetings

May — Van's Aircraft (tentative)

June — Parkside flyin & bbq (tentative)

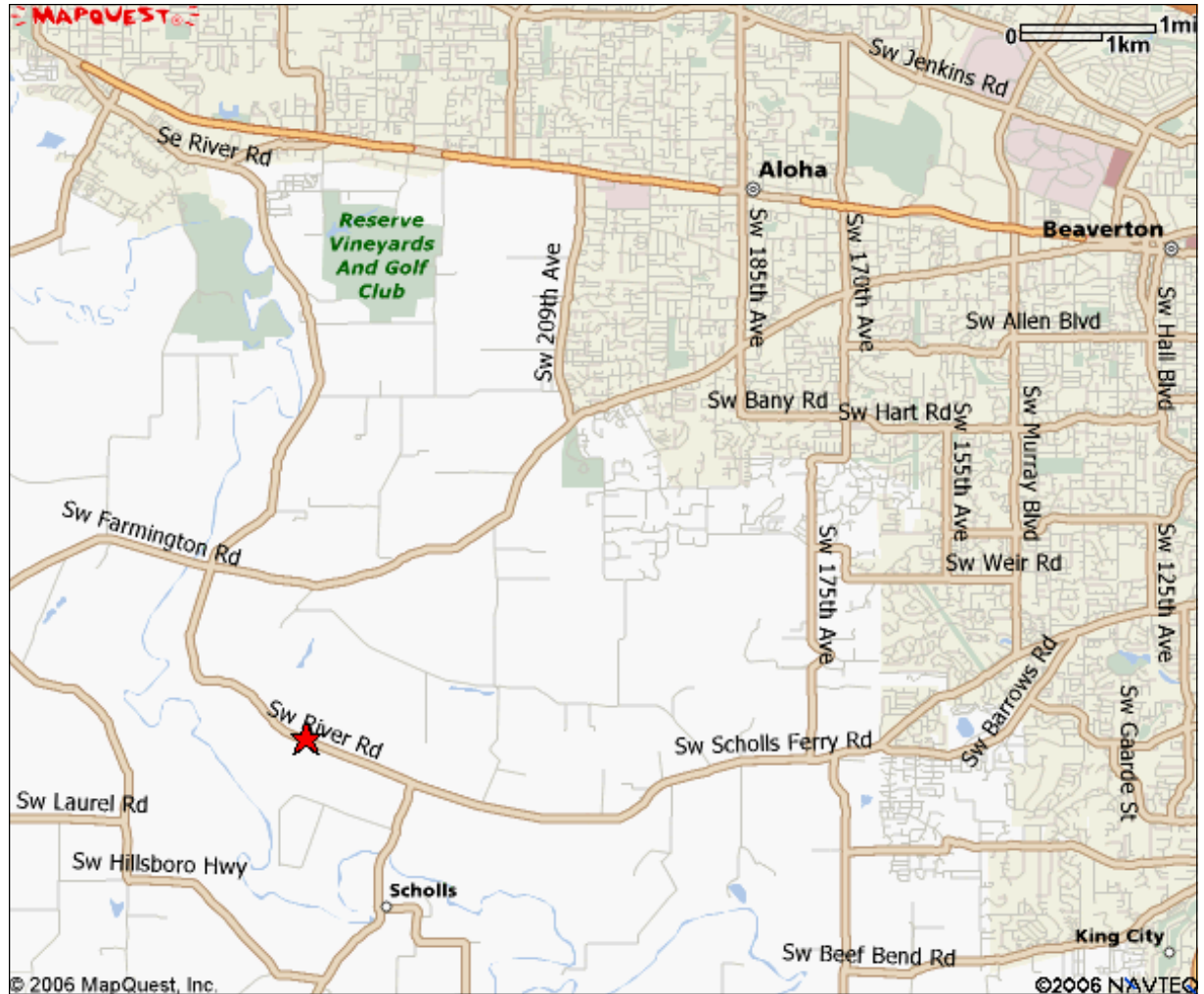
Plane Pool!

Members who plan to fly to the meeting are encouraged



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 (h).



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!

Mark Cattell's RV-9A Project + FiberGlass

Benton Holzwarth

Our March meeting was hosted by Mark and Valerie Cattell at their St. Helens home to view their RV-9A project. Ron Singh handled the 'business' part of the meeting. We had a couple new members in attendance -- Charles Chapman and Mark and Vicky Alberly. Our next meeting will be at the chapter hangar (G-1) at Twin Oaks, and we're hoping to hold our annual sojourn to Van's Aircraft in May. Michelle Smith is organizing a session or sessions for 'Flying Companions.' The goal is to help the right-seaters learn more about what is going on and be more helpful.

With that, Mark took over to tell us a little about his project. He constructed a Quick-Build kit RV-9A, and has invested about 1000 hours since 2005. He planned his panel in AutoCad and shipped the drawing file out to a shop for them to cut the holes.

One thing he included that worked well for him is his 'Vertical Power VP-100' to provide switching and breakers for his electrics and electronics. The unit even has SW-settable breaker current ratings, and has enough current capability that no external relays are needed. (He did also include some hard-switched power, as backup for the EFIS, a comm radio, etc.) He started with a VP-50, but found it didn't have enough input/output positions, so changed to the more capable unit. He mentioned two features coming in a future SW upgrade: Flap position presets (e.g. bump switch for 20-deg) and wig-wag lights. It also includes a key-fob transmitter to switch on exterior lights for the walk-around. In the long run, he thought it made the panel easier to wire. With all the wiring to lights and motors routed through a single connector, it makes removing the panel much easier.

On the left side of the panel he has one of Rob Hickman's Advanced Flight Systems AF-4500 EFIS/Engine (actually it's an AF-3500 to be replaced with a -4500, the newest model isn't available yet.) Monitors, and in the center a

Garmin 696, but his original version was more work to mount. Garmin now has a panel-mount version. He was demonstrating some of the weather overlays available on the GPS, like wind barbs and freezing levels. Trio is working on ARINC communication capability for their autopilot, installed in Mark's plane. When that's available he'll be able to make coupled approaches.

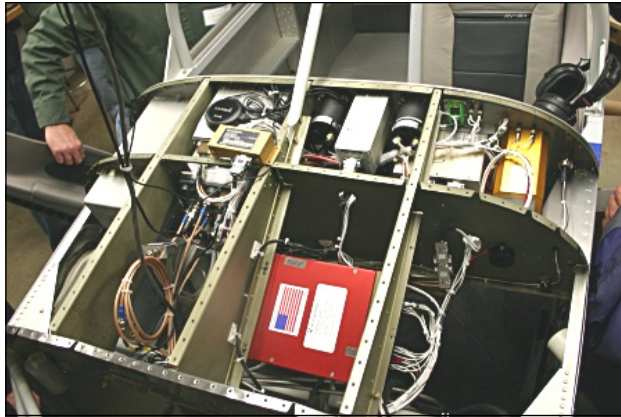
Up front he mounted one of AeroSport's IO-320s, with one standard magneto and one electronic one. The interior was by Classic Aerodesigns in Albany.

After answering our airframe questions, Mark introduced his neighbor, Tom Becker. Tom does custom fiberglass work and convinced Mark they could produce a really nicely fitting canopy skirt in FG, with less work than the stock RV unit. The work was still in progress, but what was there looked good. They started with 5# foam, which was sanded to shape, then laid on three layers of 10 oz glass. They also worked on a final layer of 'chopped matting' rather than putty, as the matting 'shows flat.' Tom's advice is to work with small batches of epoxy. Where they needed a stiffer epoxy mix, rather than waiting for the epoxy to begin to kick-off, they'd add a little silica (Cabosil.) Where more glass will be laid over the current layer, a layer of 'peel-ply' is pressed into the lay-up. Later when the previous layer is completely set up and it's time to continue, the peel-ply is pulled up, leaving a surface with good texture for the next layer to adhere to, and the peel-ply takes the 'blush' (the chemicals that rise to the surface) with it. The peel-ply also helps keep the epoxy from trying to run out on vertical surfaces.

Once the skirt is finished, it'll be attached to the canopy Plexiglas with a silicone adhesive. Tom suggests that black-colored adhesives last longer, perhaps due to better UV protection.



Top: Hosts Mark 'n Valerie Cattell
Center: Mark points out some panel details
Bottom: Tom Becker describes the fiber glass process



Top: The 9A's done to 'the nines'.
 Center: Wings stand ready to go.
 Bottom: Many members made the drive out to St. Helens.

Top: The forward side of the panel.
 Center: Mark was prepared with extra brochures for many of the components in his panel.

Top: The fiberglass canopy skirt was really tidy.
 Center: Classic Aero Designs interior. Note the molded side panels. Bottom: An Aerosport IO-320 will provide motivation.

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



Do you know a teen who is interested in Aviation?

If so please pass along this info

Unable to avoid looking up when an airplane flies over?

Been involved in model building/flying but interested in taking it to another level?

Considered a future career in Aerospace?

Here is your chance to get involved in a construction project building a real airplane. Through the generosity of some financial backers, a group of teachers/volunteers, and a non-profit group called Airway Science for Kids, all with an interest in promoting aviation to young people, this program is being offered at no cost to Girls and Boys ages 13-17.

What would be expected of you?

- ***Have a genuine interest in aviation.***
- ***Be attentive, willing to learn new things, and help others learn.***
- ***Be willing to build technical skills, leadership skills, and working as a team.***
- ***Be willing to make a genuine commitment to attend weekly work sessions.***
- ***Have Fun!***

F.A.Q.

When: Every Saturday from 9AM to 3PM

Where: Aurora Airport (just South of Wilsonville, Oregon)

- ***Attendance at the first 4 work sessions is mandatory. An occasional absence from follow-on sessions is acceptable but we want team members that are committed to attend all work sessions as much as possible.***
- ***The project is estimated to take from 25 – 40 weeks.***
- ***The project team will be limited to 12 members. A selection process will be used if more than 12 eligible members show interest.***

What airplane will the team be building? A Vans Aircraft RV-12! (Photo at left.)

***More information about the airplane can be viewed at
<http://www.vansaircraft.com/public/rv-12int.htm>***

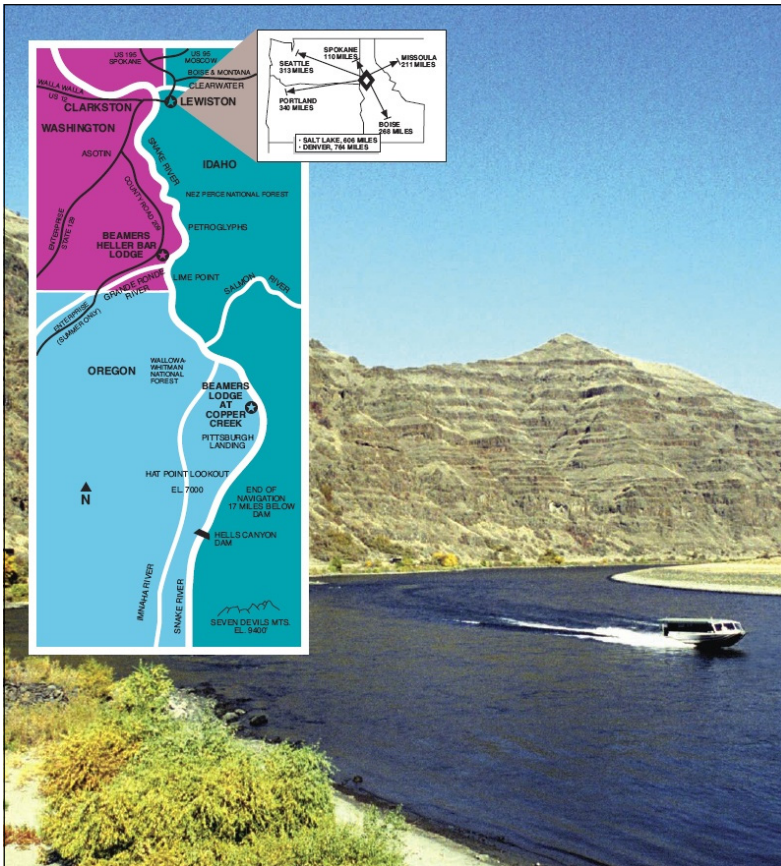
Interested, or in need of more information?

Contact: Scott McDaniels – 503-266-9113 – sdmcdaniels@canby.com

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!**

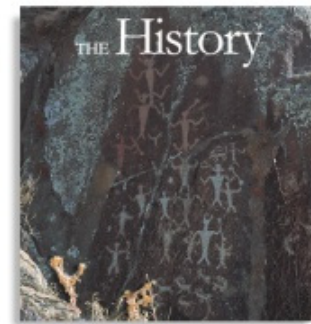
This year's event is a **Snake River Hells Canyon Jetboat Dinner Run** on Saturday evening, July 4, 2009. Fly out Friday or Saturday to the expansive runways of Lewiston-Nez Perce County Airport (KLWS) in Lewiston, Idaho, check in across the river at the Quality Inn & Suites Conference Center in Clarkston, 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.



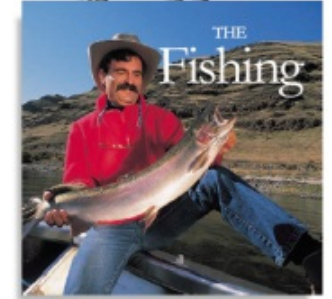
THE HELLS CANYON MAIL route has been running the riffles and rapids of the Snake River since 1919. Filled with history and natural beauty, this tour is available year round through rain, sleet or snow. Beamen is the exclusive outfitter entrusted to deliver the US Mail to the canyon residents.



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 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

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.

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

Roy 'n Sandy's Fly-To Dining Adventures



We are Dreaming of Summer Flying

Sandra Bes

On a cool day in early spring, I am dreaming of summer flying. Blackberries, quiet hidden pools and saffron might not be the first things that come to mind when thinking of Sport Aviation, but when I close my eyes and picture Roy and I flying over the coast range, these are the images that come to mind. In my daydream of flying days to come, we are flying across the coast range. Thick, green boughs have shed their white, fuzzy winter coat. Dusty green colors the deciduous trees as they prepare to unfold their spring foliage. Siletz Bay, a long, narrow estuary marked with houses that sit too close to the flood plain and tree stumps visible at low tide, appears below us. A light marine layer breathes off the coast. The fog is not a worry for our arrival, but something to be mindful of during our stay. The approach to the airport takes us beyond the beach and over the ocean. A tip of the wings and we are gliding in over the trees to the long runway. The wheels lightly touch down, with barely a noticeable bump, and I applaud, as I always do when Roy nails the landing, which is pretty often. We make our way past tangles of blackberry bushes and a quiet marsh that sits off among a tangle of shrubs and water plants, across a road and up a tree to the Side Door Café. Seated inside in a cozy booth we share a large soup plate of Bouillabaisse. Muscles, clams, scallops, tender salmon and halibut are lightly simmered in a saffron broth that is just touched with tomato sauce. This fragrant concoction is spooned over a bed of creamy polenta. Blackberries, quiet pools and saffron – the stuff of summer flying!

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...

One recent overcast day, Roy and I eye the weather dubiously. ATIS reports 5k ft and overcast, but I am certain the clouds are no more than 3k ft above us. From our vantage point outside the hanger at Hillsboro, getting over the coast range looks like an iffy proposition, but I am itching to go flying to the coast and would love to make it to the Side Door Café for lunch. A phone call to a friend who lives in Newport assures us the weather on the coast is great, so we hop in the plane, get up in the air and see if the mountains are passable. The clouds above Hillsboro are indeed lower than reported, but still comfortable VFR conditions. Roy decides to head south to The Salmon River Highway (HWY 18) flying over



The Side Door Cafe is just across hwy 101 from the Siletz Bay State airport then a short scramble and steps.

Grand Ronde, then west towards the coast. Heavy looking rain clouds sit off to the south, making me stiffen a bit in anticipation of a bumpy ride. The wind in the valley is calm, however, and the clouds clear as we cross the mid-point of the mountains. It is, indeed, spectacular at the coast. Sometimes you just have to get up in the air and see what its like.



We make our approach to the Siletz Bay airport straight in from the north, instead of out over the water, and in from the south as we usually do. The wind can be a little tricky on this runway as belied by the three different windsocks, each of which may contradict the others. We always pay close attention to their directions as we make the approach in and adjust accordingly. We taxi over to the parking area, unbuckle and climb out of the plane. A verdant forest surrounds the airport. The breeze from the ocean reaches the trees from across the dunes, carrying the smell of salt water and pine.

Once out of the plane we make our way to the small service road that connects to the parking area. We walk down the slope past tangles of blackberry bushes that later in the season will be covered with berries. We take our time strolling down the road, taking time to look at some Geese sitting in the marshy pond.

The service road intersects with Highway 101 at the other end. It takes a pluck of courage to dash across and them a little ump to scoot up the path on the other side of the road. The path has a few stairs, but is mostly a dirt trail. Once up the trail we arrive in the parking lot across the street from the Side Door Café. It's a bit of an adventure crossing the highway and up the dirt trail to get here, but I know the dining experience waiting for us



will certainly be worth it. (Bring your flashlight if it will be dark when you go on the trail.)

Eden Hall is the first entrance we see slightly to the left across the street. This is a popular venue featuring local musicians. The sidewalk leading up to the Side Door Café is just around to the left. The sidewalk is decorated with colorful chalk birthday greetings and declarations celebrating the first day of spring. Once inside we are folded in casual elegance. The atmosphere is the perfect balance of worn-levis relaxation and cloth napkin formality. White, high-beamed ceilings are airy and spacious, providing light for hanging ferns and trailing vines. Paper lanterns and large chalkboard colored butterflies are vaguely 60's festive and add splashes of color to the warm tones of the dining room. Roy and I love the candlelight intimacy of a booth, when one is available. We have also found the longer tables in the center of the dining room are perfect for getting together with friends.

Daily specials are written in bright chalk on a blackboard. It's difficult to recommend one dish, as everything we've sampled has been delicious. If we had to choose a favorite, it would be either the lamb chops or bouillabaisse. I am not usually a fan of this traditional French fish stew, but Side Door café's version is Over the Top Yummy!

Servings are generous, so Roy and I usually share an entrée and decide between either the Spinach or Marionberry salads. Spinach salad is prepared with a nearly traditional southern French warm vinaigrette, with crumbles of bacon, honey pecans and fresh pear. The Northwest Marionberry salad is made with locally grown organic mixed greens, tossed with hazelnuts and Gorgonzola.

Side Door café tries to use locally grown and organic ingredients whenever possible.

This trip is a lunch visit, so we opt for some lighter fare. The homemade ginger-carrot soup is too interesting to pass up and we order a cup to try it. Roy orders the fresh albacore tuna melt and I, the grilled shrimp and avocado salad. The soup was warm and comforting but a little lacking in a real ginger taste. In contrast, Roy's sandwich was the real-deal and tasted astonishingly of fresh tuna. My lunch was wonderful, from the eye-appealing presentation to the fresh-off-the-grill shrimp, complimented with creamy avocado and lovely lemon-basil vinaigrette.

The Side Door café website promotes their award winning desserts. Unfortunately, after owning a pastry shop for several years, I'm a bit of a dessert snob and I do not find the desserts there exciting. It was too hard, however, to pass up a homemade marionberry cobbler with a side of vanilla ice cream as a topper to a light lunch. The cobbler was good, with a crunchy granola top, but neither of us found it something to get excited about.

On occasions when we are staying with our friends at the coast and not flying after dinner, we indulge in a before dinner cocktail. If I am a dessert snob, Roy is a martini connoisseur. Roy has enthusiastically declared

the martinis there to be the best we have tried anywhere (Bombay Sapphire, very dry with extra olives).

Lunch over, and feeling like it's time for an afternoon nap, we are lingering over dessert and coffee when we noticed trails of fog floating and twining around the window outside. We ask for the check, gather our things and head back to the plane for our trip back home. It was wonderful afternoon flying, a terrific lunch and great prelude to summer flying days to come. If you are dreaming of summer flying, keep an eye out for a break in the weather, then hop in the plane and head over to the Side Door Café. Tell them Roy and Sandy sent you!

Side Door Café:
<http://www.edenhall.com/>

Walking directions from the airport:

Side Door Café is in Gleneden Beach. From S45, walk to the highway, turn left and walk 15 or 20 feet to the "Do Not Pass" sign, cross the highway, walk up the crude stairs / path, restaurant is on the left across the street.

Side Door Café is moderate to a bit spendy, although a good value.

Airport Information:
<http://www.airnav.com/airport/S45>

New Members and Members in New Places

New member Dennis Thun writes:

I have just joined the EAA national and the 105 chapter.

I live in the Butteville area (conveniently close to Van's RVs). I received my Private Pilot License in 1970 and had a Piper Colt for a few years but haven't flown since about 1974. I have had the bug to start flying for quite a few years and now that I am retired (Winco foods in 2004) I am ready to get serious about it. I have obtained my medical certificate and now need to get current and get a bi-annual.

I haven't ever built any airplanes but did work on fighter planes during a hitch in Uncle Sam's Air Force. I finished up a long term resto-rod car project last year and have just recently started another one so an airplane project may be a little ways away. I would love to build or buy a RV-9A, but may have to start off with a Tri-pacer.

I have been coming to the monthly breakfasts at Twin Oaks for a while and have enjoyed talking to some of the members and looking at some swell airplanes that fly in. Looks like a fine bunch of folks and a great Chapter. Thanks for letting me aboard!

Dennis Thun (pronounced: Tune)

Board Meeting Highlights

Your Chapter 105 Board

With no pressing business, the board agreed at the February meeting to not hold a meeting in March.

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]



Hanger Space--Shared space available immediately. Located 4 miles west of KUAO at 67OR "McGee". The hanger is dry and has power and air available. The runway is turf, and usable year-round. Share hanger with owners Avait Husky and RV-8 project (very slow build). Interested, call Scott Chambers 503-781-0547 [05/09]

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]

Open for Business



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

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



call 503-543-3653

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Flying Machine Restorations —

Besides painting, FMR, located at Pierce County Airport (Thun Field), offers complete structural repair including fabric recovering. FMR has a separate soda-blasting booth available for removing paint and rust from engine and metal parts, vehicles, boats, and motorcycles. For more information, contact Gene Endsley at 206-300-1197 or g.endsley@comcast.net



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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.

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- Randy Lervold / Breakfast Legends
- Ron Singh / Young Eagles Season
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- Randy Lervold / Connecting Members with members

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- Benton Holzwarth / Our Holiday Get Together at the Hickman's
- Anon? / Subject: The Groundloop

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- ?? / Termination of Satellite Monitoring of 121.5 MHz ELTs — Are You Ready?
- Bruce Rose / TSA Proposed Rule: Large Aircraft Security Program (LASP)
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- Sandra Bes / Fly-out Dining—The Riverhouse in Pacific City
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- Snake River Fly-Out and Jet Boat Dinner Run
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- Benton Holzwarth / Behind the Scenes at Advanced Flight Systems

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

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

Dues: \$20/yr e-delivery of newsletter
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For renewals, indicate name & **changed** information only — member info will go into the chapter roster.

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E-Mail: _____

Comments: _____

Spouse's Name: _____



Andy Rux was Daryl Sahnou's (Van's employee) building partner on their RV-9A. He was also a squadron buddy of Len Kauffman and Lauran Paine from way back when flying the OV-1 Mohawk's out of the Salem Air Guard base. He was a wonderful individual. Andy contracted a blood disorder shortly after the 9A was completed. He was able to ride in it a few times but was never able to solo it due for medical reasons. He passed away earlier this year.

Joe Blank

Lotta' RIPs this issue. 8*(— Ed.

Next General Meeting VAF-Home Wing / Chapter 105

- Thursday Apr 9th — 7:00 PM
- Bill Davidge on Magneto Ops/Maint/Repair
- Map pg. 3 (Chapter Hangar—TwinOaks G-1)

Next Board of Directors Meeting

- Thursday April 16th — 7:00 PM
- Twin Oaks Airpark — Hangar G-1
- Contact a Board Member if you have ideas you'd like considered for Chapter 105 or come join us!

EAA Chapter 105

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First Class Mail

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