

EAA 105

June 2009

PORTLAND OREGON





**Flying Companion's Course a  
'GO' on June 13<sup>th</sup>**

Michelle Smith

The dates for the upcoming classes are set and we have a full roster of 13 participants. I had a bit of a mishap with my email and lost some of my recent contact information. **So, for those of you that have registered but have not heard back from me, please drop me a quick email at [397rs@comcast.net](mailto:397rs@comcast.net) or call me at 503-646-2144 so that I can go over the final details with you.** We'll be meeting on June 13th (9AM-noon) and 14th (noon to 3PM) at the Chapter 105 'G-1' hangar.

For anyone else still interested but these dates didn't work for you, please let me know as I am starting an "interest" list for a second session in the fall.

**Bob Stark** is soliciting interest in a new row of hangars to be available at Twin Oaks around Sept, 2009. Call 503-628-2817 to have Bob or Betty add you to the list.



**Airway Science for Kids Project**

Dick VanGrunsven reports a full slate of kids have signed up for the RV-12 project to be built at Van's Aircraft on Aurora airport, beginning in June. The project won't go anywhere without some able assistants to help Scott McD. If you can commit to some schedule of Saturdays over the following several months, Scott needs to hear from you. Call 503-266-9113 or write to [sdmcdaniels@canby.com](mailto:sdmcdaniels@canby.com)



**EAA TO HAVE BOOTH AT  
HILLSBORO AIR SHOW**

Chapters 105 and 782 will have a booth at the Oregon Int'l Airshow August 28-30, 2009. John Polos will set up the booth and will be looking for volunteers. You get free pass, T-shirt and meal ticket. You can sign up for a 4 hour shift on Fri, Sat or Sun. Everyone who worked at the booth last year had a good time and could see the entire show from booth. Contact John at [johnapolos@yahoo.com](mailto:johnapolos@yahoo.com) or 360-687-3772.

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**Breakfast KP Duty**

**Saturday, June 6<sup>th</sup>, 2009**

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Laird Smith	Pete Forsyth
Bob Eurick	Brian Freeman
Jon Friedemann	Dick Guarnero
Ray Fogg	Richard Graves
Pat Hammell	Gary Daubert
Tom Hart	Dan Harris
John Jessen	Chuck Hess
Ed Hayden	Ken Howe
Rob Hickman	Bill Inman
Greg Hosler	Jerry Jerome
Benton H—Cashier	Dane Larson-PCC

**Saturday, July 4<sup>th</sup>, 2009**

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Andrew Cleveland	Harmon Lange
Ken Howe	Jack Lettieri
David James	Greg Long
John Jessen	Tom Louris
Jim Maddox	Dave Lowry
Steven Mahoney	Ed Lynn
Rick Mandrell	Ted Millar
John Mates	Dan Miller
Everett Mellish	Gary Miller
David Mercer	Shannon Miller
RandyG—Cashier	Jim Mitchell

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

**Next Meetings**

- **June 11<sup>th</sup>** 7:00 PM— Parkside fly-in — map on pg. 3.
- **June 11<sup>th</sup>** Chapter Board Meeting (at Parkside!)
- **June 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**

Four RV-10s gather for an afternoon BBQ at Lenhardt's. Clockwise from upper left: N104N—Norm Rainey, Independence; N610RV, Randy DeBauw, Portland; N710TJ, Tim James, Lake Oswego; and N472SW, Bruce Radke, Woodburn. Gentlemen, those were *outstanding* aircraft!

## Meeting Coordinator:

**Dunstan Fandel**

**dunstan.fandel@sun.com**

**503-614-9737 (H)**



**Program: Planes and Projects at Parkside**

**Location: 11316 NE 266th St**

**Battleground, WA (WA87)**

**Date/Time: Thurs, June 11<sup>th</sup>, 2009 @ 6:30 PM**

The June meeting will be at Parkside Airpark near Battleground, WA. The hub of our gathering will be at the park's picnic area. Several Parkside residents will be opening their hangars and doing show-and-tell on their projects. There'll be burgers, dogs and refreshments, so be sure to bring your appetite!

### Driving Directions:

Going North on I-205: Take Battleground, Orchards off-ramp. Follow S.R. 503 (117th ave) approximately 2 miles north of Battleground, 0.5 miles past Lewisville Park bridge, turn left (west) on 269th st. and left again right after the cemetery. Follow the road past the runway, then turn right onto 266th St. Dann's house is 4th on the right. Try to car-pool if you can.

Going North on I-5: Take the Battleground off-ramp at

179th st., follow n.e. 107th ave. north for 2 miles, turn right at Duluth (4-way stop). Take 502 approx. 5 miles going east to Battleground. Turn left at S.R. 503. Go north approx. 2 miles. 0.5 miles past Lewisville Park bridge, then same as above.

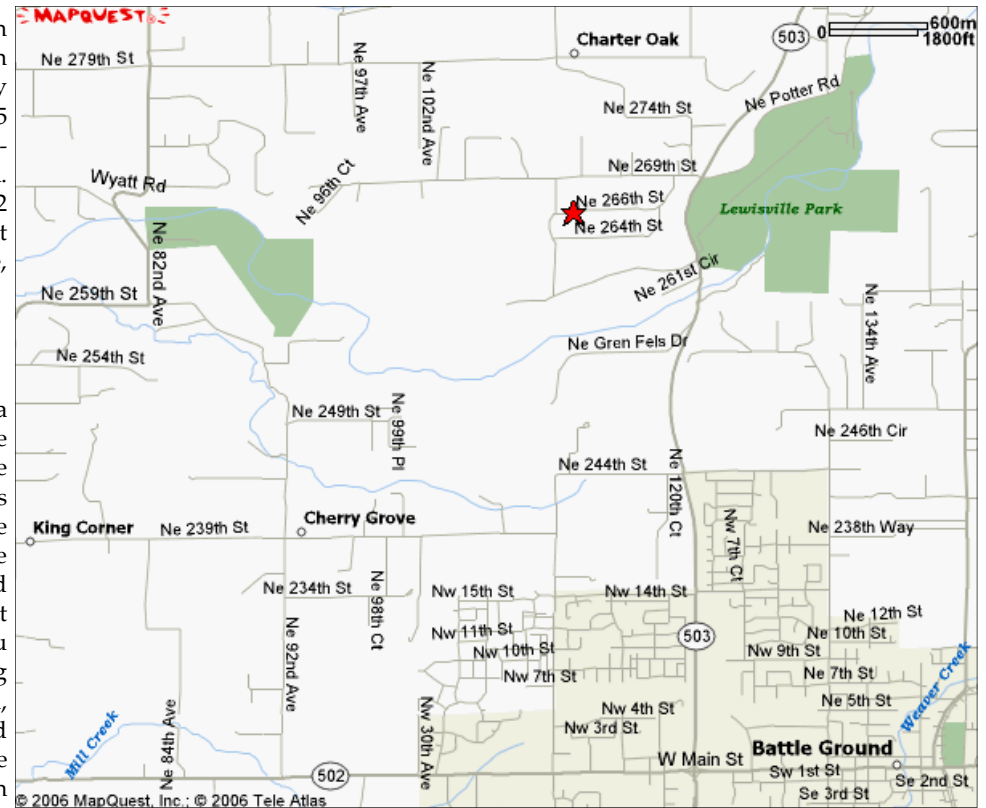
### NOTAM (Fly-Ins PLEASE READ!)

Parkside is a "nonstandard", private airport so we need to be extra careful for safety's sake and to keep the neighbors happy. If you're never flown into a field like this, it's probably not a good first time. If you are OK going into Flying M, Woodland, Vernonia, or Pacific City you should be fine, but please use your best judgment. If in doubt, bring your CFI, there'll be plenty of food.

Airport is 250' elev. 2100' strip, paved with grass strip on the north side of paved strip. Runway is not numbered, so we call it "...to the West" and "...to the east." Pattern is on the south.

Goheen airport is a couple of miles to the west, so try not to cross their runway centerline as you turn base if landing to the east. Avoid flying over houses to the North. Trees both ends, but they are less of a factor landing to the east. Landing to the east is generally the preferred approach, even in a slight tailwind. Landing to the west should only be done if there is a strong west wind, and requires a very low approach over the trees. Watch for turbulence on short final, use short-field technique and minimum approach speed. If you're not down in the first third, go around.

Frequency is 122.9; we'll have someone on a handheld



radio for traffic advisories. No lights, so it is preferred to depart before dark. Sunset is at 9:00, so we have lots of time. All departures are to the west. For FAA airport data go to [www.aimnav.com/airport/WA87](http://www.aimnav.com/airport/WA87)

### Future Meeting

July—No meeting, see 'ya at Arlington

Aug—Lenhardt Airpark BBQ ( 759)

### 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.



### 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](mailto:dunstan.fandel@sun.com) or 503-614-9737 (h).



Did everyone catch our own Prez Randy Lervold on the cover of the June SportAv? Way cool, and a nice shot, too!

## Propeller Balancer Program Update

Randy Lervold

The Chapter's prop balancer program continues alive and well — we've now balanced over 80 props. As of this writing I am passing the baton in managing the program to John Cox. John has been a chapter member for a couple of years now, is an RV-10 builder, an A&P/IA, and a Technical Counselor. I will train him on the equipment over the next session or two, but given his consid-

erable technical skills I expect him to come up to speed quickly. For all scheduling please contact John at johnwcox@pacificnw.com or 503-453-6016, or if you have an "alternative engine/prop" contact our expert in that are Mike McGee. Please note that he will be doing most balancing sessions out of his hangar at Aurora. Further info on the program can always be found on the chapter web site at <http://www.eaa105.org/Programs/programs.html#PropBalancing>.

...Randy

## More Help Needed at the NW RV Fly-In

Joe Blank — Fly-In Boss



We need 2-3 folks to help load tables and chairs at Twin Oaks the morning of the fly in and unload after it's over. They can coordinate with Joe Miller. This is part of the Set-Up/Take Down team.

We need 3 people to work Auto Parking. I have no crew chief on that team yet. We need 2-3 more experienced people for airplane parking. They can coordinate with Pete Forsyth on that team. We need 1-2 more people to help with T-shirt sales. Coordinate with Steve Payne on that team.

Volunteers can contact me (Joe Blank jblank6 'at' gmail 'dot' com) for team assignments and Crew Chief contact info.

[Editor Benton sez: helping out doesn't mean you miss the show, and by helping, you both make the work lighter and boost the chance that the show will happen again next year!]

## Canada Backs Off On 406 ELTs



Via AVWeb — Canada's Minister of Transport, John Baird, has overruled his bureaucracy and suspended implementation of a controversial rule that would have required almost all aircraft to have certified 406 Mhz ELTs installed by February of 2011 in order to fly legally in Canada. The rule would have applied to aircraft trying to enter Canada from other countries. In an interview with AVweb at Canadian Aviation Expo in Hamilton, Ontario, earlier this week, Kevin Pstutka, president of COPA, said the minister refused to sign the rule as presented by Transport Canada because it didn't include any viable alternatives to 406 ELTs, even though it included language that indicated an alternative method of compliance was possible. "There is no technology that exists today that could meet those (alternative) requirements," Pstutka said. He said the minister has ordered his staff to draft a rule that gives new technology a fighting chance for acceptance.

# RV CENTRAL

Benton Holzwarth

The May meeting was our annual sojourn to Vans Aircraft. I counted 8-10 airplanes flown in; it's always nice to meet at an airport.

The general business included news that Sporty's has sweetened the Young Eagle deal. Young Eagles now receive, as part of their package, a log 'booklet' with the first entry recording their YE flight as well as a coupon (entry code) allowing them to take advantage of the Sporty's online ground school. Regularly \$200, the kids gain entrée for free. Everyone has been lobbying for some follow-on to keep the kids jazzed, and this is a great component of that.



Upcoming meetings are June at Parkside (near Battleground); July, no meeting, conflicts with the NW EAA Fly-In (Arlington); and Aug at Lenhardt's (7S9) for a BBQ.

Scott Risan then climbed the podium to share a few words. While ostensibly a chapter 105 meeting, of all our meetings, this one draws visitors from the broadest swath of the local chapters. Scott remarked that he likes that, "More advertising opportunities." From there he introduced the other members of Van's staff in attendance and offered some status updates. The RV-12 kits are flying off the shelves and assemble so fast several people (Dick VanGrunsven included) are stalled, waiting on completion of the remaining two sub-kits, the powerplant and avionics components. They're still hoping to see some customer-built -12s at OSH this year.

Homecoming will be on August 28 this year. With that last bit we broke up for plant tours, checking out the demo fleet and more schmoozing. Always a good time at (for many of us) the 'mother ship.'

## Supporting Your Chapter

Randy Lervold



We at Chapter 105 are fortunate, we have one of the most vital and progressive chapters in the area. This did not happen by accident, rather it is the culmination of years of work on the part of lots of individuals but including the contribution of our membership in general. Our monthly pancake breakfast has become a Northwest institution, but more importantly it is the financial, and to some extent social, foundation of our chapter. As I've shown in past newsletters it is also our single largest source of income and largely the reason why we can have the programs and benefits we do without higher dues. **So here's the point, the breakfast can't happen without our members participation in manning the breakfast.**

As of this writing we have 199 members of which 165 are eligible for breakfast duty. The 34 who are not are either too far away and classified as "exempt" or have chosen to "opt-out". Breakfast Crew Chief Len Kaufmann does a fantastic job in arranging for our monthly roster of volunteers. As he has streamlined the duties he has experimented the number for each shift and arrived at an optimum staffing level. With a list of 165 and the number of volunteers needed it results a rotation of between six and nine months for any given member. In years past it had been close to a year between, now that time frame has shortened just a bit. Here's my point in writing: we need our members to support the chapter by doing their breakfast duty! If you have opted-out please consider opting-in, and if you are currently in the rotation, THANK YOU for helping make Chapter 105 what it is today!

...Randy

### Cashiers Also Needed

Benton adds: On the Cashier Rotation, we're down to two could also use one or two more *responsible* people to help at the cash-box. It's sit-down duty, a two-hour-plus shift (7:45 to 10:00,) and a great way to meet and chat with a lot of members. It's really fun and it gets you out of the egg-scrambling rotation.



**From: Ron Singh**  
**Subject: Young Eagles at Pearson**

Thanks to everyone for the fantastic Pilot and Ground Crew turnout at Saturday's Young Eagles event at Pearson Air Museum!

Great Kids... Great Weather... Excellent 105 Team...

With everyone's help it made our most hectic event of the year a relaxing and fun one.

Here's our stats:

Brent Anderson	4
Dan Benua	7
David Salesky	5
Rion Bourgeois	5
James Jula	6
John Polos	5
Ronald L. Poe	4
Thomas Louris	9
Tom Hart	7
<b>Total</b>	<b>52</b>

Our next event is at Twin Oaks on August 1st.

Don't forget the Young Eagles Pilot/Volunteer Get-Together at Twin Oaks on October 10th at Noon.



## 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 (0S9) approximately 158 nm flight from Twin Oaks.

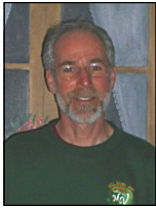
The Port Townsend Aero Museum is a non-profit organization dedicated to serving youth and families by developing and operating a center for the interpretation of and education about historic aviation in the Pacific Northwest. The Port Townsend Aero Museum connects yesterday, today and tomorrow through 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. They ask a \$10 donation for admission, with a sliding scale for seniors and groups.

For those who would like to have breakfast along the route, we've settled on a stop at Pierce Co. airport (Thun field.) 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.

I'd also like to give the museum folks a rough head-count, so if you'd drop me an email by the 20th, I'd appreciate it - [tlouris@comcast.net](mailto:tlouris@comcast.net).

...Tom

# Report on the 2009 CAFE Foundation



## Electric Aircraft Symposium

Bruce Rose

On April 24th I attended the 2009 CAFE Foundation Electric Aircraft Symposium ([http://cafefoundation.org/v2/pav\\_eas\\_2009.php](http://cafefoundation.org/v2/pav_eas_2009.php)) in San Carlos, California. This was the third annual symposium sponsored by CAFE foundation. While the focus of the symposium was electric powered aircraft, the topics also included energy issues and global climate concerns. I found the seminar interesting and concluded that electric powered aircraft will continue to be experimental and serve a niche market for the next few years. The most practical near term application of electric power appears to be as sustainer propulsion for sailplanes. There is a considerable amount of research being conducted on reducing the impact of air transportation on the environment. A brief summary of some of the presentations follows.

- Dr. Ben Santer is a Research Climatologist with Lawrence Livermore Laboratory. His area of expertise is evaluating models which explain and predict climate behavior. In his talk he stated that carbon dioxide and methane are the two major contributors to global climate change and that the rapid changes we are now observing are not from natural causes.
- Dr. Case Van Dam from UC Davis gave a presentation on charging electric vehicles with renewable energy. He reminded us that we in the US consume a significantly higher than the average amount of energy per capita as compared to the rest of the world. Energy for the US is supplied by a variety of sources; 40% petroleum, 24% natural gas, 23% coal, 8% nuclear and 5% renewable resources (hydro, geothermal, wind, solar, etc.).
- A presentation on the history of human and electric powered aircraft was given by Dr. Morton Grosser from MIT. Dr. Grosser has published a book on this subject: "Gossamer Odyssey: The Triumph of Human-Powered

Flight".

- Dr. Yi Cui from Stanford University discussed recent developments from his team on improving battery technology. He is focusing on the use of silicon nanotubes to improve the safety and reliability of batteries.
- Also from Stanford University, Dr. Sebastian Thrun gave a presentation on his research into autonomous vehicles. Most of his work relates to full size land vehicles, but he gave a brief introduction to some work on autonomous R/C helicopters performing 3D stunts and fixed-wing model airplane 'perching' (landing on a wire).
- A presentation regarding the affects on global climate from air travel was given by Dr. Ilan Kroo from Stanford University. He mentioned that the impact of different pollutants is largely dependent upon where they are released in the atmosphere. His research shows that the formation of water condensation (contrails) from commercial jet travel is one of the major climate change pollutants from aviation. The recommendation given by Dr. Kroo is to fly commercial jets at about mach 0.5 and at an altitude of about 20,000 feet to cause the minimum environmental impact.

- Dean Sigler gave a summary of his investigations on the availability of electric motors and electronic speed controllers for use in aircraft.
- A history of his development activities regarding R/C models of soaring birds was presented by Robert Hoey. Plans for some of his models have been published in model airplane magazines.
- The founder of CAFE, Brien Seeley, gave a presentation regarding a competition sponsored by NASA for the design and construction of an efficient aircraft. Evaluation criteria for the competition favor an aircraft with greater than 200 passenger-MPG, two or more seats, cruise speed of greater than 100 MPH and a stall speed of less than 52 MPH.
- Greg Cole from Windward performance in Bend demonstrated the electric propulsion unit which he will offer for his high performance Sparrowhawk ultralight sailplane.
- Steffen Geinitz from the University of Stuttgart gave an overview of the design and performance of their hydrogen fuel cell powered aircraft. This aircraft is based upon a Taurus airframe provided by Pipistrel.

## New Additions to the Tool Crib



The chapter's Tool Crib now has an engine hoist and a tire bead breaker. The engine hoist is available for loan when the time comes to hang your engine, just contact Toolmeister Mike McGee. We also now have a Bogert tire bead breaker. This item is NOT for loan, rather should be used in the chapter hangar. Bring your wheels/tires to the hangar with your own hand tools, use the bead breaker to get your old tires off, mount your new ones, then use the chapter's wheel balancer to balance them. Remember, there are no hand tools available in the hangar so bring everything you'll need in that regard. All chapter members have the door combination so you can access the hangar whenever you like.

## International Fliers—

As of May 18, 2009, all general aviation flights arriving into or departing out of the U.S. require the pilot to electronically submit crew and passenger manifests and other flight information to the CBP at least 60 minutes prior to departure. This information must be submitted to the CBP using their Electronic Advance Passenger Information System (eAPIS) website or through an authorized third party vendor.

Pilots failing to meet these reporting requirements can be fined \$5,000 for the first violation and \$10,000 for each subsequent violation.

More information can be found at the U.S Customs and Border Protection website: (shortened) <http://tinyurl.com/lfhh9j>. Information on how to register with eAPIS can be found at: (shortened) <http://tinyurl.com/lz4vrn>

## The Reason for the Permanent Grin on My Face

Bruce Rose

To rephrase a statement that was recently in the news:

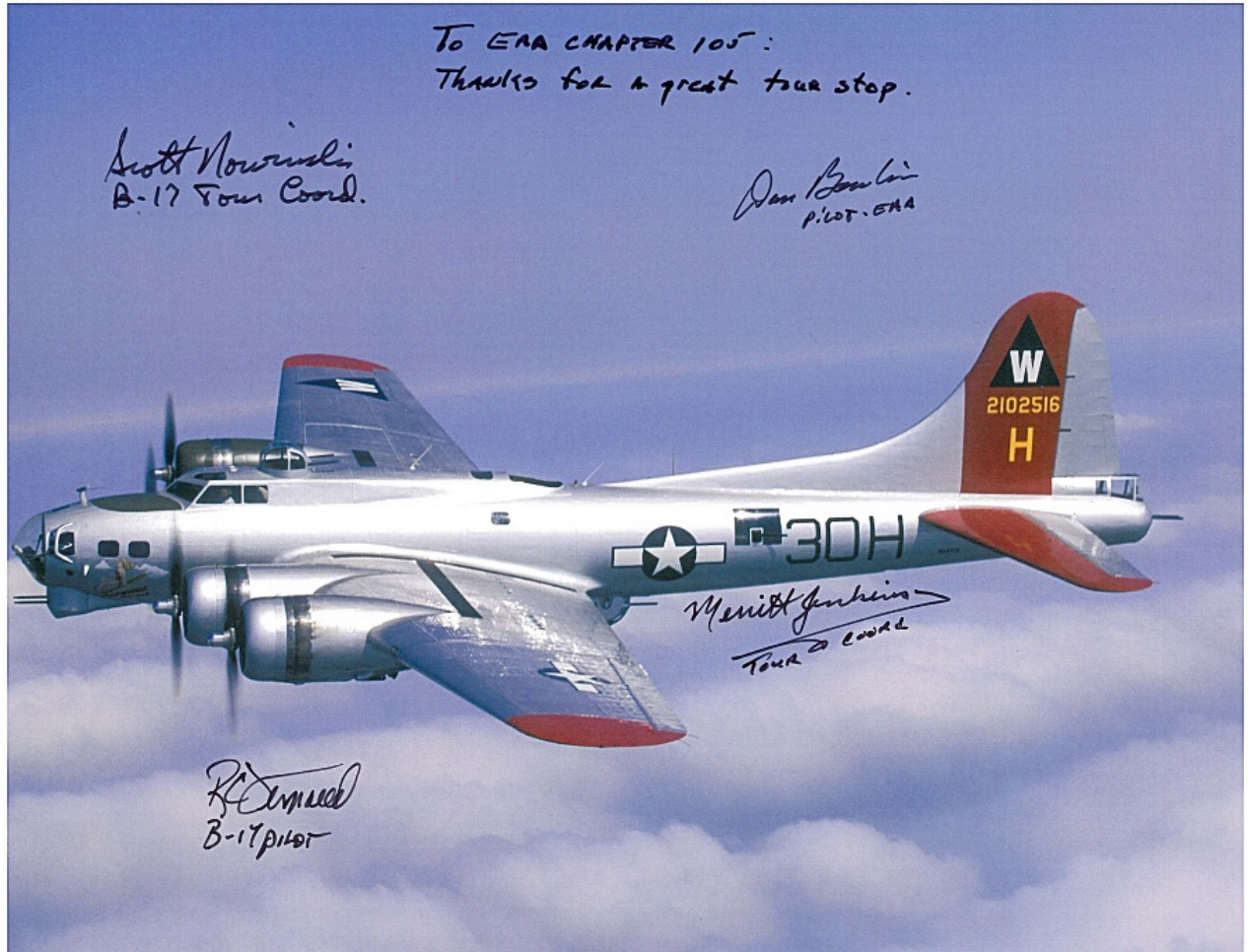


"When Dunstan Fandel calls to tell you that you have been selected to fly in the EAA B-17 'Aluminum Overcast' from Hillsboro to Boeing Field, that to me is the end of the conversation and the beginning of the time to start planning for the trip."

At least, that was my reaction late on Sunday afternoon, May 17 when I received the call from Dunstan.

As was mentioned in the last issue of the EAA 105 newsletter, Mike McGee and Ralph Schildknecht each earned a ride on the B-17 due to their many contributions to our EAA chapter. Tom Louris earned a ride on the B-17 by flying 12 new Young Eagles on May 16 and 17 out of HIO. Charles Chapman, Bruce Eicher and I each were gifted the opportunity to fly with them by having our names drawn from those who volunteered to assist with the public tours during the bomber's stay at HIO. In addition to the EAA 105 members, the B-17 was carrying a crew of four plus one other guest.

Those of us on the flight now know that the first order of business before starting a B-17 is to walk the props through a few revolutions to ensure that any oil in the



The B-17 Aluminum Overcast tour crew gifted us with a signed card. They really seem to like their Hillsboro visit each year.

cylinders is cleared. One of the B-17 crew members explained that this particular plane has the original inertial starter system. In this system a starter flywheel is brought up to speed and then engaged to the engine. Oil in a cylinder could prevent that cylinder from rising in the piston and thus would create serious damage to the engine when the flywheel is engaged. The crew has to walk the props every time before they start a cold engine; we were allowed to assist the crew in this task. The compression on the 1200 hp engines is great enough to require a team of two to push through each blade of the prop.

After walking the props we boarded the aircraft for the flight. The departure was uneventful, other than wondering what all of the departing and arriving private pilots were thinking when they saw the bomber warming up and waiting for our take-off clearance. We all wore hearing protection throughout the flight as the noise level was similar to that of a GA aircraft. The temperature in the aircraft during the flight was comfortable with plenty of warmth from the sun and air conditioning from the gap around the belly turret.

Once we completed the initial climb-out we were al-





one hour and allowed us time to enjoy the view from each of the different positions and to also imagine the thoughts and experiences of those who flew these planes in combat.

After completing a circuit around Seattle the pilots greased the landing at BFI and parked the plane outside of the Museum of Flight. Mike McGee headed off to work and the rest of us spent time enjoying the exhibits in the museum. We completed the return leg of our trip by 'flying' together at about four feet AGL and 65 MPH in a rental car back to HIO.

I am now in the enviable position of needing to explain to everyone that the permanent grin on my face is due to the fateful call I received from Dunstan.

lowed to wander throughout the aircraft. We cruised from HIO to BFI at about 4500 feet MSL and 160 MPH. The skies were clear when we departed and we passed over some broken clouds between Olympia and Seattle. From the cockpit, gunner and bomber positions we had plenty of opportunities to enjoy the views of the landscape below and of Mts. Jefferson, Hood, St Helens, Adams and Rainier in the distance. Maneuvering through the aircraft required some physical dexterity; but we were not complaining about the inconveniences. The catwalk over the bomb bay was narrow enough to require a side-ways shuffle to pass through. Getting to the bomber's position at the nose of the aircraft involved a short crawl on hands and knees to pass through the tunnel under the cockpit. The total flight time was about





*Above: Greg Long forwards a couple of his B-17 ride pictures, extracted from video.*



**Mike McGee** (photos above and to the right) writes: For the record, that B-17 flight was beyond cool. The attached pictures are of me in the nose--bombers position over the Columbia just south of the port of Kalama. I managed to get my second rotation in the nose about the time we crested the hills south of Olympia. About that time the pilot started rolling back and forth looking for the airports that we made "passes" over. I was too busy enjoying the view to take pictures. Apparently one of the pilots lives on one of the residential airparks in the vicinity. Needless to say, my view of that part of the flight was exceptional. It would take a lot of those rides to tire of that. Thank you very much to the board for putting me on that flight.

Hope you guys are flying a lot.

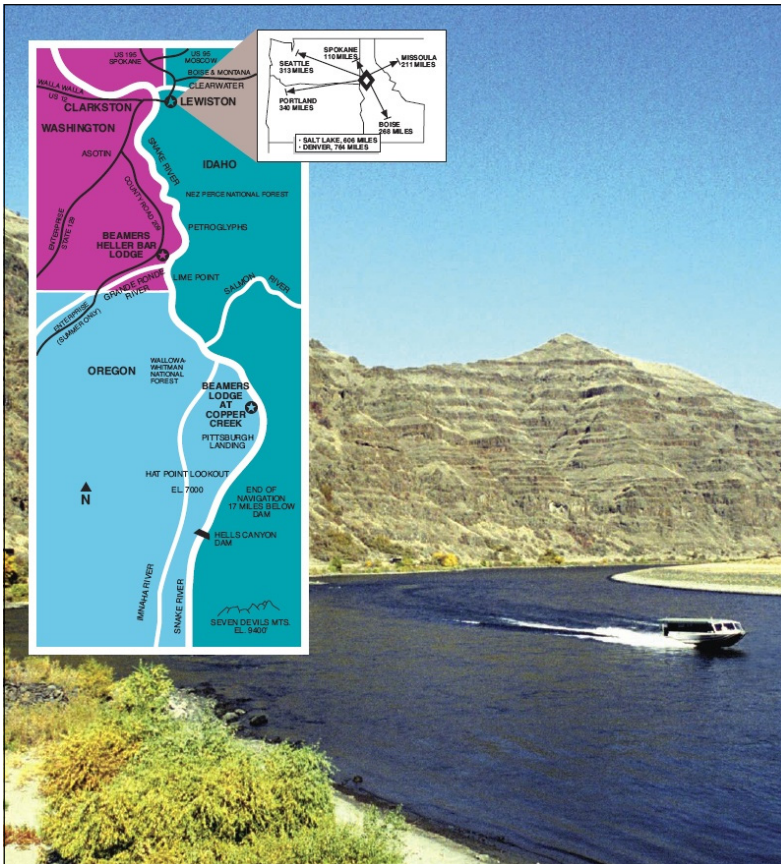
Blue skies, Mike



# 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](http://www.hellscanyontours.com)

## Chapter Calendar

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

## Board Meeting Highlights

Your Chapter 105 Board

Attending tonight: Attending: Rion Bourgeois, Joe Miller, Len Kauffman, Dick VanGrunsven, Ralph Schildknecht, Ron Singh, Michelle Smith, Randy Lervold, Jim Mitchell, Benton Holzwarth, Dunston Fandel, Tom Louris and John Cox.

The meeting was called to order at around 7:10 PM. Rion offered two changes to the previous meeting minutes: The rides shared with the area aviation museums for help advertising the B-17's visit to Hillsboro. I'd thought they were sharing in the rides to Seattle, but actually were receiving around-town rides. Also, Rion clarified that he'd done the printing for the B-17 visit posters on his office printer rather than hiring the work out to one of the copy-shops. With those to corrections, the minutes were approved.

**Hangar Report (Rion):** Bob Stark has found an alligator squeezer/dimpler and brake in Bill Benedict's hangar. Bob was asking if we knew of anyone with a claim on them, or can he donate to the chapter.

We were also offered an engine stand for the chapter's tool crib, but the feeling seems to be that we don't have the space for it.

We also have rental interest in a part of G-3.

**Breakfast Ops (Jenny):** Jenny has been filling in while Len has been unavailable, says the operation has been running very smoothly.

Len says volunteer duty is coming up about every 6-8 months now rather than the once per year of years past.

When he calls he sometimes get the feeling that people feel like they're being put upon. Dick suggests their recollection of the frequency may just be mistaken. RobH suggests that highschool and PCC kids need public service and helping us out counts. (We're already being helped by a few PCC Av students.) In any case, it's important that we set the correct expectations with respect to how often members may be called up.

Upcoming meetings: June at Parkside (Battleground), WA; July, no meeting, see ya' at Arlington; Aug at Lenhardt's; and we're looking for an RV-12 we can visit. We have leads on two at Dietz.

**Events: B-17 recap:** The B-17 flew once on Friday, twice on Saturday and four times Sunday. There were a steady stream of visitors to look at the outside and take ground tours inside the plane.

Also, the combined B-17 visit and Young Eagle event went well. Joe suggested we ask folks where they heard about the visit, with an eye to refining where we spend our advertising money. Dunstan came through again with getting the Ch-12 folks out to cover the visit, and the folks that I heard volunteer where they heard about the visit, most said they saw it on ch-12's coverage.

Michelle repeated Jerry's suggestion that we pursue spreading posters at veteran hotspots like VFW posts and that sort of thing. We'll try to put this in action next year (if the B-17 visits again.)

Dunstan had a couple ideas for getting guests steered in the right direction: More signs out front to steer people in, and a bigger sign advising we have water/pop/muffins for sale. It was a hot weekend and a lot of people missed that we could have fixed 'em up.

Randy thought everything looked very organized.

Ron reported on the Young Eagle flights for the weekend: 8 pilots flew 20 kids on Saturday and another 19 were flown on Sunday. Ron was please with the turnout of pilots and they seemed to give the kids nice long rides. Tom Louris gave 12 rides over the weekend, the most for any pilot.

Dan Bolland presented the chapter with one of the B-17 info cards, signed by the crew and expressing their appreciation for our help with the weekend.

**Flying Companions session (Michelle):** The current plan is cover the entire session in one one weekend, June 13/14, for three hours each day. Most of the people that signed up are new to Michelle. Ron remarked that it's brought out several people that haven't participated in chapter events before. It seems like a great opportunity to bring more folks into the tent. Maybe there are other adjunct ideas we should persue. (Wine tasting?)

**Port Townsend fly-out (TomL):** 27 June: Thun field sounds like the best bet for lunch on the way up. Info has been running in the NL, but Tom will update the info for the June issue of the NL.

**NW RV Fly-In 20 June:** Joe is doing OK, can still use more volunteers.

Snake River Fly-Out July 4-5 (Rion): We have ~20 folks signed up, so the chapter's guarantee is covered. There is still more space available.

**Poker Run (Jenny):** Jenny will hold off on that discussion until after OSH. Ron asked what folks thought of last year's caterer. Most present seemed to like the food.

**CAS RV-12 Project (DickV):** A dozen kids are enrolled, still looking for more assistants to work with Scott McDaniels. The organization is falling into place, at the CAS end as well as at the construction end at Van's. Ron volunteered to generate a 'video record' of the event. John Cox volunteered to assist half-days, can't make the full day.

**Young Eagle Report (Ron):** Terrific news, Sporty's has teamed up with EAA, offering a coupon for free access (a \$200 value) to their online pilot's ground school for any kids that take YE flights. The coupon comes along with a 'log book' for kids to log their aviation activities in, starting with a first entry for their YE flight, entered by their pilot. This seems like a great follow-on program for the kids following their flights. Kids who've had their flights in the past can contact the YE nat'l folks for a coupon.

Moreover, in the past every 10 pilot credits earned the chapter \$1 in YE related goods. This has been upped to \$5, and the chapter has accumulated \$545 towards YE expenses (signs, printers, etc.)

There was some discussion of negotiating with the

Stark's for a block of plane/CFI time that we might give to a worth candidate. Ron will verify that would be an allowable YE expense. We might also consider covering expenses for YEs to attend something like Michelle's Flying Companion ground school. There's also the question of concentrating the money in one or two kids to maximize the impact, or spreading it across the season's YEs to give a little follow-up to each.

Joe suggests PCC might be able to provide an instructor. Dunstan suggests that rather than just outright gift the kids that we match their money, asking them to make a commitment to paying some of their way as well, "Get some skin in the game."

The final agenda item was Randy's announcement that he's unwinding from his chapter prez duties and all his other chapter activities. He's unemployed and needs to keep his options open if an opportunity were to open up somewhere else, or even if a new job were found locally to allow him to devote full attention to it.

John Cox will take over the prop-balancer duty. Benton will remove his TC and FA shingles out of the NL listing. He'd also like to be relieved of the Breakfast Cashier duty and the rest of what he does for the chapter.

#### Open Floor:

JimM asks if anyone has an empty 16mm film reel. The library has some film and Jim recently chased down a projector. Then realized we don't have a take-up reel.

With that last bit the meeting was adjourned at 8:20.

## 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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1/5 Share For Sale: 1973 Cessna 172M, 4960 hrs. TT, 760 hrs. TSOH. Full IFR, Garmin 296, based at Pearson (VUO). \$13,000. Nice flying airplane and long-established partnership. Email rustkautz@msn.com or call 503-236-9826 [09/09]

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**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]

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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.

### 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

### March '09

- Randy Lervold / State of the Chapter
- Tom Louris / Port Townsend AeroMuseum Fly-Out
- Snake River Fly-Out and Jet Boat Dinner Run
- Sandy Bes / Fly-Out Dining: Smokey Ray's BBQ
- Benton Holzwarth / Behind the Scenes at Advanced Flight Systems

### April '09

- Joe Blank / NW RV Fly-In Planning
- Michelle Smith / Flying Companion's Course
- Benton Holzwarth / Mark Cattell's RV-9A + FG
- Sandy Bes / Fly-Out dining: Side Door Cafe

### May '09

- Rick Kriss / TSA Jail
- Benton Holzwarth / Bill Davidge on Magneto Operations, Maintenance and Repair
- Dunstan Fandel / B-17 "Aluminum Overcast" Tour

Stop This May 15-17, 2009

- Sandy Bes / Roy 'n Sandy's Fly-To Dining Adventures — EAA Breakfast
- Snake River Fly-Out and Jet Boat Dinner Run

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## "Contact!" Chapter Officers and Staff

President, Web Master & Membership Coord	Randy Lervold randy @romeolima.com	360-882-5031 h
Vice Pres. Director & Youth Activities Coord	Ron Singh rsingh75 @comcast.net	503-646-2144 h
Director, Facilities Mgr & Legal Counsel	Rion Bourgeois rion @att.net	503-646-8763 h
Secretary & NL Editor	Benton Holzwarth benton @siletzbay.com	503-684-2008 h
Treasurer & Poker Run Coord	Jennifer Hickman jennhickman @aol.com	503-651-2230 h
Meeting Coord Director & Ad Hoc Projects	Dunstan Fandel dunstan.fandel @sun.com	503-614-9737 h
Director & Librarian	Jim Mitchell jmitchell1 @msn.com	503-644-5258 h
Director & Facilities Mgr	Ralph Schildknecht ralphranger @earthlink.net	503-968-0166 h
Director & Breakfast Crew Chief	Joe Miller jwmcmm @easystreet.com	503-647-2059 h
Director & Breakfast Volun- teer Coord	Len Kauffman lakauf @comcast.net	503-885-1920 h
Quartermaster & Tool Meister	Mike McGee mmcgee @pma-engr.com	503-701-6315 cell
Director & Bogardus Trust Liaison	Dick VanGrunsven engineering2 @vansaircraft.com	503-678-6545 x327
Director & Ad Hoc Projects	Tom Louris tlouris @comcast.net	503-914-8009 cell
Director	Jerry VanGrunsven jjvangrunsvenfly @wifi-nw.com	503-648-3464
Director	Michelle Smith	503-646-2144 h

## EAA Flight Advisors

Mike Seager 503-429-5103 (hm) 503-429-1562 (hangar) rv6cfi@hotmail.com

## EAA Tech Counselors

Dan Benua 503-702-5387, danbenua@yahoo.com, RV-6A & RV-10 bldr, HIO-Ptld

Joe Blank 503-784-9755, jblank6@gmail.com, RV-6 + Taylorcraft Bldr, Molalla-Ptld

John W Cox 503-684-6001, johnwcox@pacificnw.com, RV-10 & Lancair, A&P-IA, Ptld

Randall Henderson 503-577-6153(c) 503-748-7896(w), randalltc@edt.com, RV-6 bldr, HIO-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 Jula 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  
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**Next General Meeting  
VAF-Home Wing / Chapter 105**

- **Thursday Jun 11<sup>th</sup> — 6:30 PM**
- Parkside (WA87) - Near Battleground
- Map pg. 3

**Next Board of Directors Meeting**

- **Thursday June 11<sup>th</sup> — 7:00 PM**
- **Location: The Parkside chapter meeting**
- **Contact a Board Member if you have ideas you'd like considered for Chapter 105 or come join us!**

**EAA Chapter 105**

Editor:  
Benton Holzwarth  
EAA Chapter 105  
9240 SW Millen Dr.  
Tigard, OR 97224-5570

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