

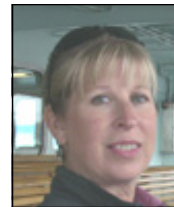


EAA 105

PORTLAND, OREGON



July 2009



Flying Companion's Course

Michelle Smith

The first session of the Flying Companion's Course has completed with 17 enthusiastic participants, but I'm starting an "interest" list for a second session in the fall as well as suggestions for additional topics. Contact me to get on the mailing list, write to 397rs@comcast.net.

Loose Bits

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 their 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

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Breakfast KP Duty

Saturday, July 4th, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Andrew Cleveland	Jack Lettieri
Ken Howe	Greg Long
John Jessen	Dan Miller
Tom Louris	Shannon Miller
Dave Lowry	Jim Mitchell
Steven Mahoney	Steve Payne
Rick Mandrell	John Polos
John Mates	Johnny Pruet
Tom Sampson	Steve Rosenstock
Martha Sampson	Terry Smith
Bruce—Cashier	Sheri Kauffman

Next Meetings



- **July** — No general meeting!
See ya at Arlington.
- **July 16th** Chapter Board Meeting, TBA
- **July 18th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.

Saturday, August 1st, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Ed Hayden	Ed Lynn
Dave James	Mindy Lynn
Louise Lane	Everett Mellish
Bob Norton	Ted Millar
Ron Poe	Jim Maddox
Scott Price	David Mercer
Tim Prosser	Tim Prosser
Randy Reinhofer	Rob Reese
Bruce Rose	Charles Rice
Daryl Sahnaw	John Riser
Jon—Cashier	Leejay Robles

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



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 or 360-687-3772.

The OIA-HIO needs volunteers. If you'd like to provide help wherever needed, you can visit the air show's volunteer page—<http://www.oregonairshow.com/volunteer/default.asp> or if you'd like to help specifically in the EAA/Kid's tent contact John Polos—johnapolos@yahoo.com.

On the Cover

Andrew Duncan flies this Starduster II out of Independence Airpark. It's powered with a Lyc IO-360 and was first registered in 1984 — 25 years ago. Photo taken at Lenhardt's.

Parkside Paradise

Benton Holzwarth

June's meeting was our annual sojourn to the beautiful Parkside Airpark (WA87), on the north side of Battleground, Washington. The evening was a little cooler than my recollection of past years, but altogether a lovely evening for a barbeque and looksee into the resident's hangars.

Our host for this visit, John Pallister, organized a team to cook burgers and sausages and keep the salads and chips replenished.

After everyone had time to complete most or all of their meal, Randy called for everyone's attention and began the chapter-business part of the meeting.

First up was the few final details in preparation for June's NW RV Fly-In at Scappoose.

Tom reminded everyone of the upcoming (June 27) chapter fly-out to Port Townsend for an arranged, guided tour of the PT Aero Museum. And then, hard on the heels of that, the chapter Snake River fly-out on the July 4 weekend. Reservations are required for the Snake River fly-out (see details in this issue) but more space is still available at last word.

John Polos spoke up for the combined chapter 782/105 booth he's organizing at the Oregon International Airshow (the 'Hillsboro airshow') in August. The thrust there is to provide activities for the younger kids, and secondarily to advertise for our chapters. The airshow falls on 28-30 August (Fri-Sun). He's soliciting volunteers to work half-day shifts at the booth. Volunteers will earn a parking permit, entrance/meal wristband and shirt. Working the booth does not prevent folks from seeing the airshow. (See www.oregonairshow.com)

The last event mentioned is the upcoming NWAAC fly-in, this year at Pearson Field on 14-16 August. (See www.nwaac.com)

>From there the floor was turned over to John Pallister, who quickly described the highlights to be viewed at this year's 'open house.' He had maps prepared to guide us to the various aircraft based on the field, including a Grumman Albatros that showed a great deal of work since last year's visit and several other terrific aircraft.

Our members were welcomed at many hangars where the owners were ready to talk about their projects, but all too soon, long before all the hangars had been investigated, it was time to head for home. The folks flying home were leaving earlier if they needed to return to unlighted fields.

Our visit to Parkside is a real treat, to be looked

forward to and appreciated. I've been to each of our visits there, so know what to expect, but it's refreshing to talk with first-time visitors that can't stop praising the beauty of the park. It is truly a garden spot and we're fortunate to be welcomed back each year. Thanks go to John and the residents that provided the dinner service, and everyone that opened their hangars to share their aircraft and projects with us.

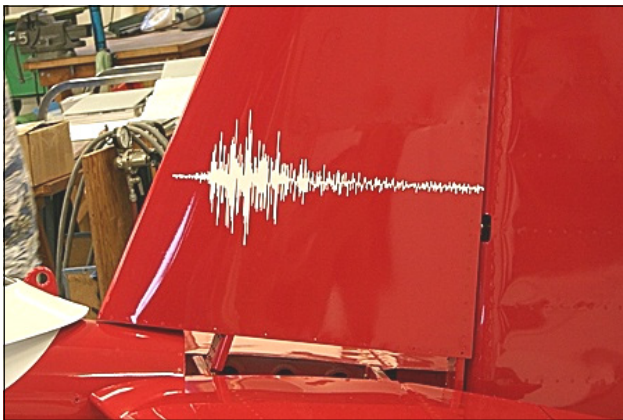
See also **Bill Anderson's photos of the Parkside visit**, linked from the Chapter Forum, <http://www.eaa105.org/Forums/showthread.php?t=156> aka <http://tinyurl.com/lqzfa>



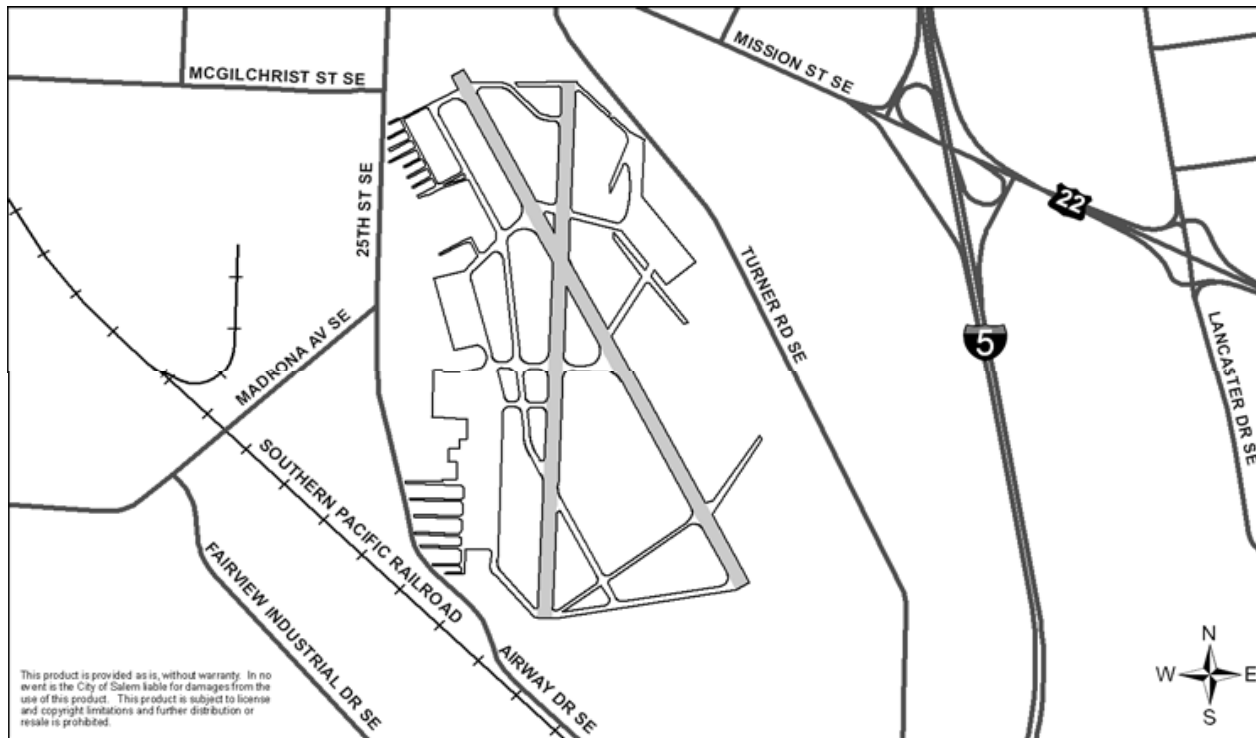
Al Strickfaden and Dan Miller kept the grills moving 'til everyone was fed.



Host John Pallister, right, prepared maps of the 'attractions.'



About a dozen planes flew in this evening. Many of the resident's hangars were opened to view the projects and flying aircraft. Dan Miller, one of the USGS guys, displayed his new tail-art.



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Fly Friendly at Salem-McNary Field

TPA: Heli 700 MSL, Lt A/C: 1200 MSL, Lg A/C: 1700 MSL (Enter traffic pattern at or above prescribed altitude noted.)

We at McNary Field, in Salem, Oregon, are dedicated to being good neighbors. The areas surrounding the airport are noise sensitive and we want to minimize the noise impacts on the communities. Pilots are encouraged to participate:

FLY FRIENDLY – STAY HIGH APPROACHES:

- Enter traffic pattern at prescribed altitude or above
- Avoid low dragging in approaches with high power/prop settings
- Conduct all instrument approaches according to standard FAA published approach procedures

DEPARTURES, GO-AROUNDS, MISSED APPROACHES AND PATTERN WORK:

- Climb runway heading to within 300' of traffic pattern altitude before making initial turn
- Maintain 1200' MSL (pattern altitude) or higher until leaving the airport traffic pattern
- All aircraft remaining in the pattern comply with the above, climb to pattern altitude, and follow the prescribed traffic pattern
- After take off, reduce to climb power when practical and safe
- Fly published traffic pattern altitudes as close to runways as practical and safe

AVOID REPETITIVE LATE NIGHT PATTERN WORK

AVOID LOW OVERFLIGHT OF RESIDENTIAL AREAS WHEN PRACTICAL AND SAFE

PILOT CAUTION: RISING TERRAIN WEST OF AIRPORT

The 18th Annual Northwest RV Fly-In



Our 18th RV Fly-In was held Saturday, June 20th, this year.





Chapter 902 again handled the lunch operation, fixing some really great burgers and all the sides for \$7.



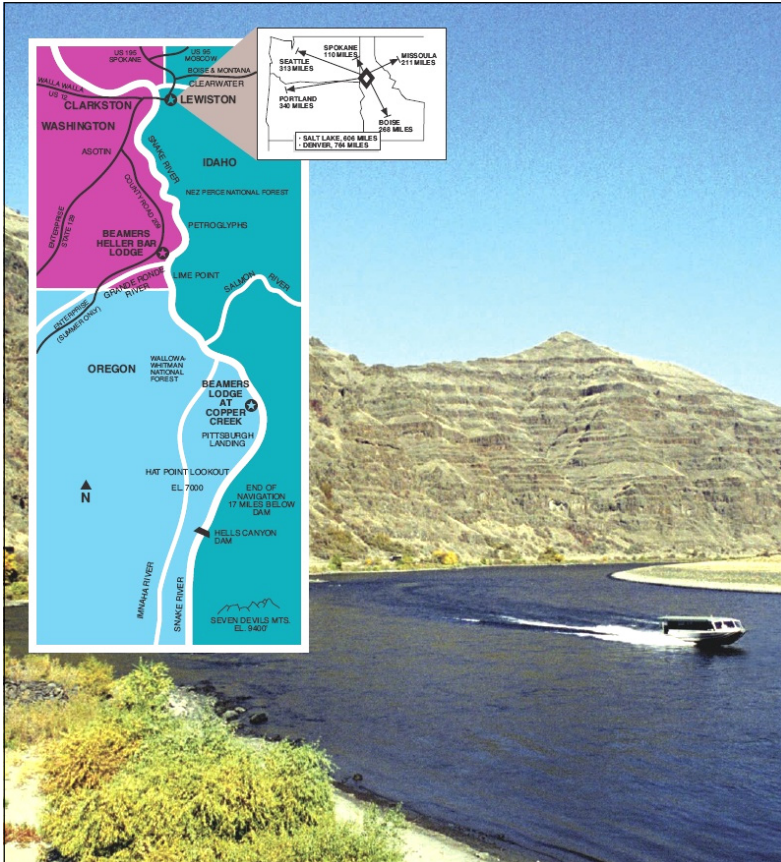
The formation team made five, eight-ship formation passes.

Departures under the gray but mostly benign skies began shortly after lunch was completed for many attendees.

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 mail to the river ends at **NEZ PERCE CROSSING** called Dog 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. Beamer 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

Life Turns a Page for Randy

Randy Lervold



Dear Chapter 105 members,

If our lives can be compared to chapters in a book then I've just jumped headlong into my next chapter. Last week I started my new job, actually in the aviation industry this time, as General Manager at CubCrafters in Yakima, Washington. I have an apartment in Yakima and will be commuting for a while but Donna and I will relocate eventually.

Because of this I have resigned my duties as President and arranged to transfer many of the other duties I was handling in the chapter. Last month I announced that John Cox was taking over the prop balancer program, John Crew and Bruce Eicher have stepped to work in the breakfast cashier rotation, Benton will now manage that process, and Michelle Smith will take over as Young Eagles Coordinator. Ron Singh has moved from Vice President to President and Membership Coordinator. Because I can handle it remotely, and because it's a fairly complex responsibility to turn over, I will remain the Webmaster for the time being. If there are any members interested in taking over the web site please let me know.

As you can imagine I am now immersed in CubCrafters and learning as fast as I can. It is most interesting to be on the other side of the fence in aviation. The aviation education I received as a homebuilder is serving me well, but of course there are many additional issues I now must understand and deal with layered on top of that. If you're curious just go to www.cubcrafters.com for more info.

Under the "small world" category, Twin Oaks Airpark just became the newest CubCrafters dealer -- last week Bob and Danny Stark took delivery of their beautiful new red and white CC11-100 Sport Cub demo, check it out next time you're at Twin Oaks and I think you'll see why I'm so excited about our product line.

Yes indeed, life has turned a page for me and caused me to move on. I cherish and value the last dozen years I've

Roy 'n Sandy's Fly-To Dining Adventures Water to Desert and Back Again

Sandy Bes



A bright blue light shone in through the hatch above the V-berth, waking me an hour before the alarm would have. I was excited about our trip that day. Roy was flying from Hillsboro to Bremerton, where I would meet him, and then we were flying to Paisley, Oregon to visit my family for the weekend. While we were on the east side of the Cascades, Roy wanted to share a restaurant with me that he had been to a couple weeks ago when he went flying in his friends newly completed RV-10.

spent involved in the Portland area experimental aviation community. I realize now the immensity of what I've learned along the way and the value of the many fine chapter members I now call friends. I will still be around attending chapter events as time allows, just not as much as our life migrates more toward Yakima.

Oh, and yes, I get to fly company aircraft pretty much whenever I want. :-)

...Randy



Randy turns over the chapter reigns to VP Ron. Good luck Randy in your next endeavor. Don't be a stranger...

I was relaxing over a cup of coffee at the harbor-side cafe when I received a text message from Roy letting me know he was at the airport in Hillsboro getting ready to taxi out. I finished my coffee and went back to our sailboat to get my bag. In the time it would take me to gather my things and drive from Bainbridge Island to Bremerton, Roy would be entering the pattern at Bremerton.

Thick clouds had piled up on the horizon by the time I arrived, drawn in by the warming water of the Sound. Roy also arrived in N601RT just after I parked the car. We greeted each other with a wave as I walked through the gate and out to the plane. Roy followed my gaze as I looked worriedly at the clouds. Eying the horizon, he said he had to file to land, but it was a scant few minutes of IFR flying. It was clear above the clouds, he encouraged.

We walked over to the FBO to review the charts, and discuss what route would be most scenic and least bumpy to get us east of the Cascades. The clouds made me feel nervous about crossing the mountains where they were highest, around Santiam Pass. Roy proposed going south to Olympia, then cutting across the Columbia River Gorge and over to the Dalles. This seemed like a reasonable option. By the time we were done fussing about our course, we looked outside to see that the clouds had cleared. This was our signal to go. We grabbed my bag out of the car, and hopped in the plane.

As we departed Bremerton, large swaths of clear, blue sky opened in front of us. By the time we reached Olympia we were well above the sea of clouds gathered below. As we turned towards the Dalles, Mt. Rainer and Adams looked like frigid islands in a fluffy, white ocean. We were an air-ship, sailing above clouds of waves. We crossed the deep green of the Columbia River gorge, passing over the power lines of the Cascade Locks Dam. We left St. Helens to starboard, the clouds reduced to a thick sliver ribbon wrapping around the peak of the mountain. Suddenly there were no clouds and the ground turned from green to brown. The air was bumpy from warm thermals rising from canyon walls as we neared Lake Billy Chinook. When the plane bounces, it's like when a sailboat heels to the wind. It feels a little disconcerting at first, but then you find that you are not just going to tip over or fall out of the sky. Once you get used

to the feeling, its fun.

The rest of the flight to Paisley was quiet and relaxing. We stopped briefly for fuel in Bend where Roy showed me the sign for the Café 3456 on the second floor of the FBO. We decided this would be our brunch stop on the way home on Sunday.

When we arrived in Paisley “airspace”, we couldn’t find the windsock, or any other indication of wind direction. We circled the town, looking for a flag or wind in the trees to give us a clue which direction to land. The flag in my parents’ front yard confirmed there was not a breeze, so we continued the arc and approached the landing strip from the south. A green Chevy truck was parked on the gravel road next to the runway. My Dad had probably been here for at least 15 minutes waiting for us. Not that we are late – he just loves to be early. I waved as the wheels touched down, and my father waved back, smiling. My father strode over to give me a hug and Roy a heartfelt handshake, as we climbed out of the plane. We all helped to roll truck wheels with ropes attached for tie downs under the little plane. It gets very windy here, so it is definitely a good idea to tie down the plane. My Dad and I jokingly call them dock lines and chuckle at Roy’s wry grin in response.

My parents’ house is small and Grandma-welcoming. Walls are covered with family pictures and the scent of fresh, clean clothes wafts in from open windows. The table is set for dinner when we walk in the house and the smell of beef brisket in the oven adds to the feeling of being home. My Mom releases me from a hug, turning to Roy with a big smile. “Thank you for bringing my Daughter” she beams. My Grandpa walks in the back door as we are setting our bags down. His 91st birthday was just the day before. He is still lean and active, if not very agile anymore. I swear, I think he will outlive us all. It is so good to see him. I wrap him in a big hug, taking in the smell of tobacco and coffee that is so familiar to me.

Dinner is ready, so we wash up and take our places at the table. My mother has made coleslaw, yams and fresh baked bread to go with the Beef Brisket. She has been experimenting with different ways to make coleslaw. This one is a success, with a not-to-sweet dressing and

little bits of sliced apple. After dinner I spent the evening following my Grandpa around the backyard, talking about his latest landscaping project, looking at blossoms on the trees that will soon bear fruit and continuing our years long debate on whether or not to cut down the willow tree that is taking over the yard, but has the little tree-house built by my cousin and Uncle and later added on to by my daughter and me.



This warm family feeling sets the tone for our entire stay and we spend two blissful days doing not much but visiting. Roy takes my Mom for a ride in the plane for a Mothers Day treat. My Dad gets a turn as well so he does not feel left out. He is a pilot, but has not been able to fly for a few years.

Sunday Morning, and it is time for my Mother’s Day flight in the plane, which is also our trip back home. “Paisley traffic, experimental Zodiac 601RT departing to the north, Paisley traffic” Roy broadcast into the clear, blue nothing. The only traffic we had seen that morning was a large hawk and several vultures. As we took our position on the runway, a herd of antelope startled at the sound of the engine. We paused on the runway, watching the herd spring from out of the sagebrush, then dash past the end of the runway towards Abert Rim. I half expected to hear ATC announce “Airmen caution for antelope in the area of the runway”. The air is cool this morning, and the plane rises easily above the starched

bed of Summer Lake. The earth below us is dotted with pockmarks of not-so-old geysers, muddled with green pools of water.

It seems only minutes until we are passing Paulina Peak. The mountain is a tilted pyramid on the south side of a volcanic rim. Even though we are at over 7000ft above sea level, we are too far below the level of the crater to see the adjacent lakes that sit inside. The flat empty landscape soon becomes scattered with houses here and there, then the more populated area on the south side of Bend comes in to view. Pilot Butte predominates the local landscape, its obsidian slopes a dark shadow above the red, brown earth. The three Sisters, Mt. Bachelor and Broken Top stand out clear and sparkling to the west.

I must have been lost in the view, because I suddenly realize we are in the pattern above the Bend airport and Roy is turning final. We pulled in to the parking area in front of the FBO and I hopped out as soon as Roy opened the canopy. My mission is to get our names on the waiting list at the restaurant as it has occurred to me that they might be busy on this beautiful Mothers day morning. My hunch is right -the restaurant is packed. There is no hostess in sight and the sign in the foyer says “Seat Yourself”, so I look around the L-shaped dining room and find a small table for two off to one end. A waitress brushed past as Roy arrived and took a seat across from me. From the harried look on her face I estimate it is going to be a long wait.

Browsing the menu made for a fun distraction while we were waiting, but did not do much to quiet my grumbling stomach. Every thing sounded just delicious, and distinctly out of the ordinary. The breakfast specials featured Oregon Black Truffled Eggs with hash browns and Wild Boar Sausage scramble. The regular menu listed Elk Sausage biscuits and gravy and Chicken Fried Bison with sweet onion pan gravy among other intriguing options. Even the more typical breakfast fare such as Bri-oché French toast, sounded spectacular. It’s probably a good thing it took a while for the waitress to take our order because it was very hard to decide between all the wonderful things offered. By the time the waitress arrived with pen in hand, I had decided on the Eggs Benedict with homemade Canadian bacon and crispy hash browns. Roy ordered the Oregon wild mushroom ome-



let. Knowing food was on the way, and Roy and I both sat back in our seats, fragrant cups of coffee in our hands and enjoyed the atmosphere of the dining room.

The dining room is typical Bend High Desert elegance, yet warm and unpretentious. Chocolate brown wood floors frame the view out the window of the soft reds of the earth and sage greens of the low brush beyond the runway. The tables are set with cloth napkins and stylish rectangular stoneware plates. Hefty utensils that would feel comfortable around a campfire form a Ralph Lauren meets Cattle Round-up style.

We watch people around us being served, noticing the generous portions. The waitress sets a plate down in front of a woman sitting next to me that has two stacks of poached eggs, thick slices of meat and crispy looking hash browns. I hope those are the Eggs Benedict.

An hour after we nabbed the little table, our food finally arrived. Roy's omelet looks totally worth the wait. I risk losing fingers and poke my fork across the table to snag a plump mushroom dotted with little bits of onions and parsley. My Eggs Benedict don't look anything like what the woman at the next table was served, but I'm still optimistic – until I poke my fork in the eggs. The whites are runny. I consider sending it back to the kitchen, but my stomach overrules. The crispy hash browns are missing, although the presentation is still tempting, so I break the yolks and let the eggs mingle with the hollandaise sauce and spill over two thick, juicy slices of ham. Unfortunately the flavor was bland and like the runny eggs – disappointing. Roy's omelet on the other hand was spec-

tacular.

Roy applied himself diligently to his breakfast. I made a dent in mine while reading the lunch menu. Everything sounded appetizing, but not as imaginative as the Breakfast menu I thought - that is until I read the list of Burgers. The subheading under "Burgers" stated, "All meats are pasture feed". The "meats" are Bison, Free Range Beef, Tibetan Yak, Antelope and Kangaroo. Your choice of any of these will go with selections such as the Pro Air Burger – Paprika Onion Rings, Swiss and BBQ Sauce. We are definitely willing to go back and give this place another chance – next time for lunch!

While we were paying the bill we learned from our waitress that the Chef/Owners were new and were not prepared for the crowd that morning. To underscore this, as we were heading out the door we overheard that the restaurant had to close early because they had run out of food.

If the service at breakfast took too long, the flight home was way too short. We retraced our path up the eastern side of the Cascades, wound across the luscious green of Hood River Valley and back to The Big Water, as we have come to call the Sound. I very seldom say "are we there yet" in the plane and this was certainly not one of those times. I climbed out of the plane reluctantly in Bremerton, wishing we could keep going. It was getting late in the day and Roy still had to fly back to Hillsboro, so we said our goodbyes. I waved as the plane taxied out, and then headed back toward the harbor, to the boat, to lay in the V-berth, looking up at the sky and dream of flying again.

The restaurant name comes from the elevation of the Bend airport: 3456'. Information about the airport is available at <http://www.airnav.com/airport/KBDN>. Café 3456 website is <http://www.cafe3456.com/>. The hours for Café 3456 are 7:30am-2:00pm daily, closed Wednesday. The phone number is (541) 318-8989. The last time Roy looked at the web site there was no mention of being closed on Wed and the area code for the phone number was not included.



Chapter Calendar

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

A meeting of the board of chapter 105 was held following the chapter business talk at the regular June chapter meeting, at Parkside airport.

The meeting was called to order at 7:30, and attending were Jerry VanGrunsven, Len Kauffman, Randy Lervold, Rion Bourgeois, Joe Miller, Jim Mitchell, Tom Louris, Ron Singh, Michelle Smith, Ralph Schildknecht and Benton Holzwarth.

- The previous meetings minutes were approved as circulated.
- Michelle give a quick update on the Flying Companions event she's been organizing. In short everything is ready to go; Emily Stark will be the instructor, and the sessions will be held at the chapter hangar (G-1) at Twin Oaks.
- The big news, and core of the evening's business, is Randy Lervold's need to quickly shed his responsibilities with the chapter. He's been unemployed for a while and has just found new work that will require him to move. At this meeting he formally resigned the post of chapter President.
- VP Ron Singh agreed and the board, under our by-laws, voted to appoint Ron as chapter President. The board may later appoint a VP to fill out the year until our next election, or leave that post vacant. In exchange, Ron is asking to be excused from his role as Young Eagle lead. Michelle Smith has agreed to take on that lead task. Ron will continue to assist and there are a few other members that regularly help out with the ground tasks.
- Randy's other chapter tasks are:

- chief operator of the chapter's prop balancer
- maintaining the member database (including sending out NL email announcements, and generating name/address lists for the paper NLs, our breakfast volunteer operation and the chapter rosters)
- maintaining the chapter website (posting meeting location info, and new material from time to time, and forum moderator, and
- breakfast cashier every third month
- John Cox has agreed to take the lead on the Prop Balancer program, and most balancing will be done in the future at his space on Aurora airport.
- Randy had been particularly concerned about finding someone to cover the database, but it turns out Ron is familiar with MS-Access and is willing to take that on as well. (Given relief from the YE posting.)
- Going forward, Benton will take the lead on the breakfast cashier task. Our third cashier, Randy Griffin, also asked to be excused from the post, but we've been able to draw two new members into the task. Thank you, Bruce Eicher and Jon Crew, for stepping up to help.
- Randy has enjoyed handling the chapter website, and since it doesn't require being local to do (heck, does anyone even really know where the computers are that serve our website?) he's agreed to retain that task.

With the transition business covered, the meeting was adjourned at 7:40.

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.

For Sale - O-320 Eng + Prop - Lyc O320-E2D w/ RAM 160 HP Mod. Immed available, in Eugene. Time SMOH: 896 Hrs, TTSN: 2307 Hrs. Inc'd: mags, air, starter, carb, plugs wiring, etc. (no exhaust, no mounts.) McCauley 1C160/CTM7557M1 prop is matched for land config with '172 STCs. Hub, but no spinner. Both are in exc cond w/ current engine and prop logs and annuals. Price, pictures and more - write or call Dave Wellman at dhw@wellmansurveying.com or 541-984-1442 [10/09]



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]

For Sale--2-engines First: Lyc IO-320 C1A 160HP t-charged w/dynafocal mount still attached. Engine complete as removed w/logs & new flywheel. Suffered prop strike-has bent crank. Asking \$4600 **Second:** Cont. 0-200 disassembled w/ECI certified overhauled case and crank, yellow tag rods, gears, lifters, new pistons, bearings, chrome valve covers and all accessories inc'ing usable exhaust. \$6,000 invested, will sell for \$4,900. Contact Ed Arthur 503-519-8611 or edarthur@earthlink.net [09/09]



FOR SALE — 60 gallon Husky Pro Compressor (H-D brand, made by Campbell-Hausfield). Includes regulator and water trap not provided with original compressor. 7 hp, 60 gal. upright, 11.8cfm @ 40psi, 10.3cfm @ 90psi. New: \$449 Sell: \$300 Contact randy@romeolima.com or 360-817-9091 [09/09]

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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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- 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

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- Randy Lervold / Sport Aviation Online
- Randy Lervold / Chapter 105, The Community
- John Jessen / RV-10 Builder's Dinner

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- Sandra Bes + Roy Thoma / Roy and Sandra's Oshkosh Adventure or, Gravel Road Landing Procedures and Engine Replacement Methodology and Practice

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- Carl Dugger / First Flight of Carl Dugger's RV-9A N239RV
- Rion Bourgeois / YE Pilot's Potluck

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- Benton Holzwarth / November—Must be Pie Auction Time!

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- Jim Hoak + Benton Holzwarth / Young Eagle Sortie—December 2008
- Benton Holzwarth / Our Holiday Get Together at the Hickman's
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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)
- 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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- Sandy Bes / Fly-Out Dining: Smokey Ray's BBQ
- 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: Ron Singh
12425 NW Marshall St.
Portland, OR 97229

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

Name: _____

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City/St/Zip: _____

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Work Ph: _____

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E-Mail: _____

Spouse's Name: _____

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\$25/yr for mailed paper newsletter
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Next General Meeting VAF-Home Wing / Chapter 105

- **Thursday July – NO MEETING—See ya at Arlington!**

Next Board of Directors Meeting

- Thursday July 16th – 7:00 PM
- Location: TBA
- 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

PORTLAND OREGON

EAA 105

Volume 49/Number 7/July 2009