



EAA 105

PORTLAND OREGON



August 2009



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.

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Breakfast KP Duty

Saturday, August 1st, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Dave James	Ed Lynn
Bob Norton	Mindy Lynn
Scott Price	Ted Millar
Tim Prosser	Rob Reese
Charles Rice	Randy Reinhofer
Laird Smith	Charles Rice
Miike Terrell	John Riser
Jake Thiessen	Leejay Robles
Roy Thoma	Al Strickfaden
Sandy Bes	Bruce Swayze
JonC—Cashier	Ron VanBladeren

Saturday, September 5th, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
George Bahrman	Bob Brown
Bob Duncan	Ed Hayden
Harmon Lange	Trevor Lacy
John Mates	Everett Mellish
Ron Poe	Dann Parks
Ken Rentmeester	Rick Sheldon
Daryl Sahnov	Kerry Stevens
David Sellers	Chris Stone
John Tompkins	Colin Strong
Richard Vanderford	Dennis Thun
TBD—Cashier	Robert Toppel

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

Airway Science for Kids Project

Dick VanGrunsvan 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



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.

EAA Nat'l has a new website and service for members which offers:



Important NEW EAA member benefit!

- Sport Aviation magazine in digital form
- 50 years of Sport Aviation archives
- Aviation weather, and
- Aviation news

Sign up at <http://www.oshkosh365.org>

Next Meetings

- **Aug 13th** — Next meeting at Lenhardt Airpark (759)
- **Aug 20th** Chapter Board Meeting, TBA
- **Aug 22nd** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

Dan got his earlier, this must be –SB...Sun Benua's...flag ship!

And a really nicely done RV-10 it is! Captured here on a crisp spring morning at Twin Oaks Airpark.

Meeting Coordinator:

Dunstan Fandel

dunstan.fandel@sun.com

503-614-9737 (H)



Program: Fly-In & BBQ at Lenhardt Airhaven

**Location: 29502 S Meridian Rd.,
Hubbard, OR (7S9)**

**Date/Time: Thurs, Aug 13th, 2009 Hangars open
@ 6:00-6:30, BBQ & Biz meeting @ 7:00 PM**

Phone: 503-545-2610 / 503-332-7982

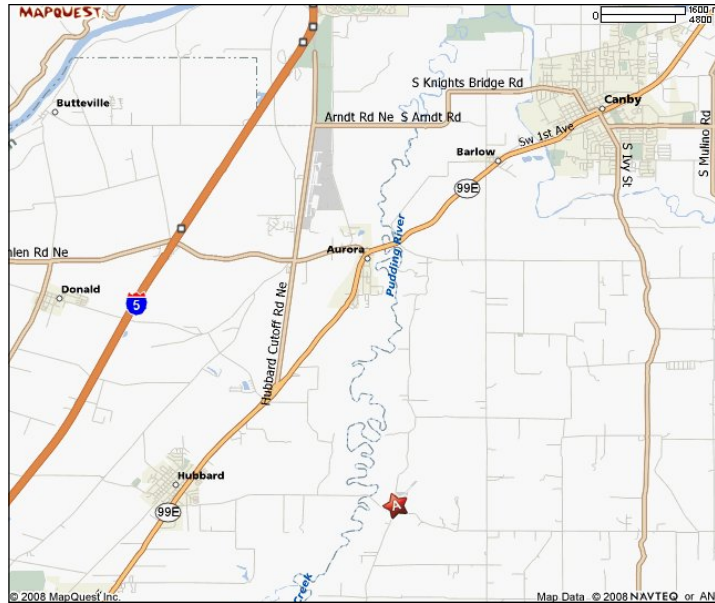
The Program: The August program will be a fly-in, bbq, and "open house" at Lenhardt Airpark. The hangars house many craft of chapter 105 and 902 members, and many beautiful planes of the other residents. Count on a barbeque dinner and peering into open hangars. Come on over and meet the folks that make Lenhardt a friendly place to fly from. Hangars should start to open at 6:00 or earlier, but count on dinner to come off the grill -- and our usual, short chapter business meeting to start -- at 7:00 PM.

Driving From Portland: Take I-5 south to the Aurora exit. Continue past Aurora airport on the Wilsonville-Hubbard Hwy and hook up with Hwy 99-E continuing south. Arriving in Hubbard, take a left at the Shell gas



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).



station, or if you miss that turn, take a left at the next chance, marked "To Whiskey Hill Rd." on the left side of the street. Go three miles east; use caution at the three short bridges -- the middle one is very narrow and bends along its span. At the next intersection following the bridges (Meridian), turn left and prepare to park when the airstrip comes into view.

Flying In: Please note: As of June 2008, Airhaven (Lenhardt's) calm wind runway changed to RWY 20 and Aurora's calm wind runway is RWY 35.

Lenhardt Airpark (7S9) is about 4 NM SSE of Aurora airport. Fly left-traffic (1000' TPA) for rwys 2 and 20. CTAF uses 122.9. Announce your intention for the paved (2950' x 45') or grass (west side of paved) strips. Note that ultralight traffic flies at 700' TPA, and stays east of the field, so be alert for right-traffic for rwy 2. Early arrivals can park near the fuel truck and office at the south end of the field, later arrivals will find space further north. Please help keep a lane open for the fuel truck.

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. A good way to offer or ask for a seat is to use the Forums on the chapter web site... www.eaa105.org

Future Meetings

- Sep—TBD
- Oct—TBD
- Nov—Annual elections and Pie Auction
- Dec—Christmas party

About the meetings...

Meetings are the second Thursday of the month, starting at 7:00pm, unless otherwise specified (here and in the newsletter), 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!



7S9 looking north. Arrows indicate the grass runway and Main Hangar BBQ, aircraft parking on the north side of this hangar.

AUGUST 2 2009 AirFair

10:00 to 6:00



© Jim Raeder

Special thanks to Jim Raeder

- MILITARY AIRPLANES
- CORPORATE AIRPLANES
- ANTIQUE AIRPLANES
- FLIGHT SIMULATOR
- KIDS ACTIVITIES
- BI-PLANE RIDES BY CAPT. MAC
- HELICOPTER RIDES \$40/PERSON

Pilot BBQ & Campfire
Saturday, 7:00 PM

Pilot Pancake Breakfast
Sunday, 7:00 - 9:00 AM

Public Open House
Sunday, 10:00 AM - 6:00 PM

KIDS FLY FREE ON EAA YOUNG EAGLE FLIGHTS
AGES 8-17



flycls.com
CHEHALIS-CENTRALIA AIRPORT

Idaho Fly-Out

Janet Wentz

Photos: Ron Singh and ?

Thanks to Rion Bourgeois for organizing and thanks to Jerry & Judy VanGrunsven for the idea. It all started on July 4th with a very smooth and nice flight over after enjoy-



Don & Janet and Rion join up on the flight over to Lewiston.

ing the EAA Chapter 105 breakfast. We landed in Lewiston a little more than an hour 40 minutes later to find that we were sharing the tarmac with a B-17 that was there for the weekend giving rides and tours. So the Lewiston airport was full of activity. The shuttle from our hotel arrived and we all piled into a mini van for the ride over to Clarkston where we would be

staying for the night. The jet boat ride wasn't until 5:00 so we had some time to kill. We made it into the hotel restaurant just in time to have lunch before they closed to get ready for dinner. Then we enjoyed some pool time on the hot day. The Quality Inn was a nice place to stay with a lounge and deck that overlooked the river. There were 31 of us in all and it was great to meet and

hangout with some new people we had not met before. After the refreshing swim it was time for a drink and heading to the boat dock for our trip up the river with Beamers River Tours. I was thinking it would be an

open boat, but it was covered and very safe for all ages. The river was beautiful and we spent the trip up waving at many of the locals on the shore camping or boats that



The Snake river canyon, by jet boat to Beamer's restaurant.

we passed enjoying their 4th of July celebration. Some were enjoying it more than others..... On the trip our boat captain entertained us with stories about the history on the river. We stopped to look at basalt formations, big horn sheep, ancient Indian writings on the rocks and we made it up to the beginning of Hells Canyon where the Grande Ronde meets the Snake River. The dinner was nothing to write home about, but the company was great! We arrived back at the dock after a 3 ½ hour trip to sit on the outside deck of the hotel enjoying some drinks and conversation. About 10:00 most of us scattered to the front of the hotel to watch the fireworks display being set off at the local high school along with multiple personal displays going on all around us. It was a great way to end the day!!!

Sunday, July 5th and we had decided we would take a more leisurely morning. The hotel had given us complimentary breakfast coupons for the restaurant so we opted for that around 8:30 AM. Once arriving at the restaurant we were joined by Rion, and Ron & Michelle Singh relieved that we were not the last ones to be leaving. Then we noticed Jerry, Judy, their daughter and grandkids and two couples from Parkside, Dann and Barbara Parks and John Pallister and his date were also there. After a nice breakfast we all decided that we would share a shuttle back to the airport around 10:15. We arrived once again at the airport with a lot of B-17 activity going on. We stopped to talk to members of EAA Chapter 328 who were hosting the B-17. They told us about their two story hangar at the far end of the run-



Brunch under the morning sun.

way and mentioned that for future trips, they have bathrooms and showers there. It looked like a very nice newly built facility and they were a very friendly bunch of folks. We then make our way out to our airplanes making plans for the trip home. Upon arriving I did notice that all that was left of 13 airplanes was our planes and one other. So we were close to the last to leave. After some chit chat with a couple who landed in a Long EZ we decided to make a plan. Jerry suggested we fly somewhere for lunch and as usual I was game for anything, especially when it involved getting to eat in yet another destination spot. A few suggestions were made, but we all settled on Joseph, OR. It was another smooth flight and a beautiful day, expecting some warm weather. We arrived in Joseph on a quiet Sunday afternoon. No one was around, Jerry searched everywhere and Rion was on his phone trying to get us a ride into town for lunch. Few vehicles drove by as we waved, but they just waved back. Finally a truck that had already gone by was going back towards town so I flagged him again and much to my excitement he stopped, thinking maybe that we knew him. But instead I just begged for a ride for me and all my friends into town. He of course said sure!! Don, Ron, & I jumped in the truck bed while the others piled into the truck. Fortunately it was one of those extra cabs with 4 doors.

He took us into town and we sent him on his way with \$5 for a beer on us. Once we arrived we quickly walked into a cute little restaurant, with mostly outdoor seating, called Embers Restaurant & Pub. Rion had apparently been on the phone with them, when I flagged down our ride, trying to get a ride



Bob Duncan, Sonya Price, Joe Marin and Mary Duncan, on the deck at Beamer's Restaurant after dinner.

from them into town. So the server knew right away who we were. We were seated and ready for lunch. This place had a nice menu and a great selection of micro brews. Quite a nice atmosphere in a beautiful setting and we could glance down the main street of Joseph and all the activity framed by the snow covered Eagle Caps towering above us. After a nice light relaxing lunch we were ready to find our way back to the airport. We were fortunate to meet the owner of the restaurant Teresa Sajonia, who grew up in Joseph, but then went away to school and work, and then several years later returned to run her parents restaurant. She also offered to take us back to the airport. Now that is service!!! She stopped to take a look at our airplanes and was impressed by the fact that we all built them. We would all definitely recommend stopping in

Joseph and dining at Embers Restaurant & Pub and saying HI to Teresa.

So now it was time to head home. We climbed out of Joseph to find some hairy looking clouds heading West. It appears some thunder clouds had formed and Jerry let us know he had seen some lightning in the direction we were heading. So diverting a bit was called for. We also had a pilot in a Tri-Pacer who had flown out ahead of us giving us weather reports. Of course we had already planned to fly around it and quickly passed the Tri-Pacer around 30 minutes out of Joseph. The rest of the flight was uneventful and smooth. We arrived in Scappoose around 5 PM happy to have had such a wonderful weekend. We look forward to the 2nd annual flyout.

Happy Flying
Janet

CubCrafters S2 "Sport Cub" Flight

Greg Long

Friends and fellow aviators:

I got a chance to fly this shiny brand new bird yesterday out at Twin Oaks, a 2009 CubCrafters S2 "Sport Cub", that meets the Light Sport Aircraft category requirements.. I included the shot of myself in the picture to show the scale of the plane, I'm 5'8".



I'll have a more detailed report in a blog, but suffice it to say it's a wonderful, fun airplane to fly. Very docile tail-dragger. Ground handling very similar to the 1946 Aeronca Champ I used to fly years ago at Cottage Grove. VERY forgiving of my inexperience. We shot a few touch and goes on a grass strip south of Aurora, and did some low river flying (see attached).

Special thanks to Eldon for flying with me.

Company page: <http://cubcrafters.com/sportcubs2/>

...Greg Long

[and follows w/ video... -Ed]

<http://www.youtube.com/watch?v=w21PKsnn4mE>

aka <http://tinyurl.com/mn4qtd>

The flight was simply EXHILARATING. It was a lot like the '46 Aeronca Champ I used to fly, but the control linkage was a lot tighter and felt more solid. This sweet bird stalls at a mere 40 mph flaps-up ("clean"), and 32 mph flaps-down ("dirty"). My only beef is that CubCrafters SERIOUSLY needs to mount the Push-To-Talk (PTT) switch in a location elsewhere, or at least further down the stick.

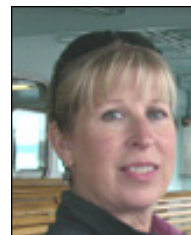
My flying is a bit sloppy at times, not having flown this bird before, but I kept it airborne—the go-around at the grass strip was planned. Please forgive the old analog camcorder—my digital was discovered to have croaked the night before the flight. The brief low flying was with careful attention and full compliance with Federal Aviation Regulations.

....Greg Long



Flying Companions Update and Future Plans

Michelle Smith



On June 12th and 13th, our chapter held its first Flying Companion's course with Emily Stark, CFI, as instructor. We had 16 participants at this event and have a waiting list for future courses.

It was six hours of training covering principles of flight, use of instruments, navigation, safety, long distance travel, and dealing with various types of possible emergencies. It was all classroom time but Emily brought a plane down to the classroom that was very instrumental in explaining how certain things worked.

All in all, I feel that it was a very successful course and I really enjoyed meeting all of the participants. What a great group. Many of the participants responded to my questionnaire after the course and I think Mitzi Elrod's response pretty much sums up the cumulative responses that I received:

"I thought the class was AMAZINGLY beneficial and fun too! I was happy that Emily covered "what makes an airplane fly" because the whole concept of lateral, vertical, pitch, yaw, etc. is a lot to grasp and remember. With her talking about it on the board



Michele assembled a group of students for her right-seat class.

and then connecting it all together for us by using the airplane as a prop; I really got a lot out of it. I thought the two-day session was wonderful. I couldn't wait for the second day to come! I would absolutely attend more classes! My husband and I would BOTH really enjoy a class on cross-country navigation."

I also received strong interest from the participants to have periodic meetings of various types in the future. Of course, anyone would be invited to such meetings and they would not conflict with our monthly Chapter meetings. Ideas for future classes include: Guest speakers discussing survival techniques, cross country adventures and all the preparation required for such trips. I'm open to any suggestions and if any of you would like to be added to my group email list for future notifications of such meetings or want to be on the waiting list for another Flying Companions Course, just send me an email at michelle.smith@eaa105.org



Paper Pilot's Certificates

As of 1 April 2010 — April Fool's Day next year — you must have one of the new plastic Pilot's certs to exercise the privilege. If your cert # is your Social Security number you can have a new number issued and the card is free, else there is a small charge. Apply on line:

http://www.faa.gov/licenses_certificates/airmen_certification/airmen_services/

New Members and Members in New Places

Gordon Martin

Born Aug 1, 1937, Newberg, OR. Grew up in Newberg, Graduated from Newberg High, then attended George Fox College. Graduated with BS from Portland State. Finished graduate School at Oregon State, 1965.

Married in 1959 (50th wedding anniversary June 2009).

Professor of Biology, Seattle Pacific University, post grad studies at Tulane, in New Orleans. 1965-1972.

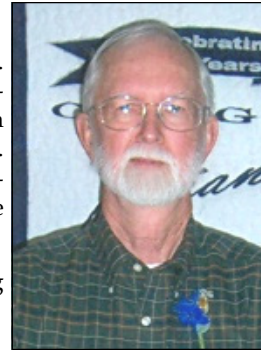
Learned to fly in flying club at Bellevue, WA. Earned Private Pilot license in 1969, mostly flew C-172s and C-182s. Have a total of about 120 hrs.

Professor at U of Montana one year. Left academia and worked in industrial marketing and advertising, mostly for Climax Portable Machine Tools, Newberg, from 1972-1996. Also, raised broiler chickens commercially, 1979-1996.

I was a member of EAA Chapter 105 for a couple of years in the 1980s (I think) when the meetings were at the PGE building in Beaverton.

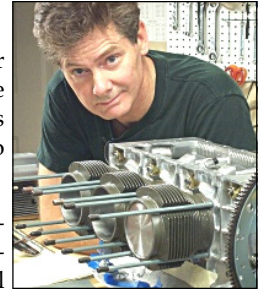
Quit job, sold farm and went to Cameroon, Africa, as a missionary with Wycliffe Bible Translators (got to fly a little in a C-206) 1996-2007.

Now retired and living in McMinnville. I have always wanted to build and fly my own airplane but have not previously had the time or the funds to do it. I have an opportunity to purchase an RV-3 kit that is partially completed at a reasonable price and I am thinking very seriously about going ahead with it. I have never flown in an RV and would really like to take a ride in an RV-4 if anyone would be so inclined to take me up.



Pete Kozachik

I hear it's not that unusual for someone to start building a plane before learning to fly. Well, that's me, budgeting time and money to hit both marks in the near future.



My wife Katy and I came to Oregon in '06 on a job, and have decided to remain in this beautiful state. I'm a cameraman by trade, specializing in shooting miniatures and animation, and she paints and dresses sets. We call ourselves migrant film workers; our previous job was in London, and my trail of home towns started in Ann Arbor, Michigan, followed by Tucson, Los Angeles and San Francisco. No kids, but we do have a deaf cat, part of the package deal when I married Katy in '02.

In early 2008 I came across Kitplanes Mag, which rekindled an early desire to build a plane. Several influences pointed me toward classic (antique?) designs, and the search began for a set of plans for a tandem seater biplane from the early 20th century. For me, the appeal of an open cockpit easily transcends practicality.

True confession: my seminal "influence" occurred in 1960, when I saw King Kong swatting at Curtiss Hell-divers.

And it didn't hurt that my Granddad built a couple of planes, one 'way back in 1909, and another in the 1930s. Talk about a little kid's hero worship...

William Wynne, an expert in Corvair conversions suggested the Pietenpol as a relatively simple plane to build, and looks like a "biplane with one wing", as he put it. So that's what I'm working toward.

At this writing, the tangible part of my project is the engine, about 2/3rds done. It started out as a \$50 relic exhumed from a 1967 Corvair, and is now worth 100 times that (and counting...)

I'm anxious to start on the airframe, but really need to close up that engine before making clouds of sawdust.

Meanwhile, I look forward to getting to know my fellow enthusiasts in EAA105!

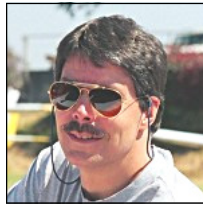


One more from this year's NW RV Fly-In.

New \$100 Hamburger Destination at the Coast

Randall Henderson

The Seaside / Gearhart area has lots of great places to eat, but to get to most of them you have to walk a mile or two or call a cab. Now there's a new close-by choice for your \$100 hamburger – the *Gearhart Junction Café*, just a ½ mile walk from the Seaside Municipal Airport (56S).



The Café is a neat little place, done up in a 1950's diner



JJ Johnson's www.linestretch.net

JJ Johnson's website primarily features his parachuting photography, but he's put up a tall stack of formation flight photos from his ride with Joe Blank at the recent 8-ship demonstration over the Saturday Mulino Pancake Breakfast. He loaned us a few photos for the newsletter, displayed on the right. To see the rest, visit his website, <http://www.linestretch.net> then select the blue link on the left side, "Formation plane ride" to see the **large** set of formation photos. Thanks JJ!



style, with food to match. Breakfast ranges from Omelets and biscuits to chicken fried steak. Lunch includes homemade soups, chili cheese fries, and build-your-own burgers, topped off with hand-dipped milkshakes.

To get there, walk out airport road to the highway, then turn right and walk north on the shoulder to the first (only) stop light, at Pacific Way. The Café is on the southwest corner of the intersection (opposite side of the highway from the airport.)

Note: When departing Seaside, be sure to follow the published noise abatement procedure. It's simple enough – just maintain runway heading to 1000' MSL before making any turns.



JJ Johnson mostly parachutes, but (er...) jumped at the chance to ride with the formation guys over the recent Mulino Breakfast a couple weeks ago.



Poker Run Plus

Poker Run – Dinner – Campout

Saturday, September 12th, 2009 Twin Oaks Airpark

This is the Chapter's last flying event of the season and it has proven to be a popular and fun event. The day starts with the ever-popular Poker Run which is followed this year by a Mexican buffet dinner with all the trimmings. After dinner there'll be a campfire outside the chapter hangar with plenty of chairs. Although the chapter can't provide any alcoholic beverages there will be facilities for showing off your margarita recipe should you be so inclined, and not flying out this evening.

So c'mon, shine up your plane and fly it in. All members are invited, plane or no plane. What better way to spend a Saturday than flying, talking airplanes with the other members, and enjoying a great evening! This year we plan to have a different spin on the usual Poker Run prizes. More details to follow in next month's newsletter. Come prepared to have some fun competition.

- **Pre-registration for the dinner is required**, see next page for form.
- Soft drinks provided, any alcoholic beverages are b.y.o.b.

10:00 am	<p>Registration for Poker Run opens</p> <ul style="list-style-type: none"> • HO at chapter project hangar
11:00—4:00 pm	<p>Poker Run – Exciting prizes!</p> <ul style="list-style-type: none"> • Registration \$20 members, \$25 non-members, includes t-shirt • Register day of event • Several stops have lunch available
6:00 pm	<p>Catered Mexican Buffet</p> <ul style="list-style-type: none"> • Advance tickets required, see mail-in form attached • Held in breakfast hangar, Twin Oaks
6:30 pm	<p>Poker Run award presentation</p>
Evening	<p>Campfire & campout</p> <ul style="list-style-type: none"> • Campfire (& margaritas?) • Camping in the chapter hangar (shower available in the Pilot's lounge)
Sunday morning	<p>Breakfast Fly-out</p> <ul style="list-style-type: none"> • Fly-out breakfast TBD — suggestions welcome!

EAA Chapter 105

8th Annual Poker Run Plus Dinner Tickets

Saturday, September 12th, 6:00 pm
Twin Oaks Airpark, Breakfast Hangar

- Catered Mexican dinner by “Bandito Taco”
 - Enchilada and Taco Bar
 - Seasoned ground beef, Chicken in red sauce and Pork in Verde sauce
 - Beans and Rice
 - Green Salad
 - Chips and Salsa
- Tickets are \$12.50 per person which includes all food and soft drinks.
- **BYOB for any alcoholic beverages.**

Name: _____

Phone: _____

E-mail: _____

Number of tickets: _____

Total: _____ (number of tickets x \$12.50)

Mail completed form and check (payable to “Michelle Smith”) for tickets to:

Michelle Smith
12425 NW Marshall St.
Portland, OR 97229

NOTE: Advanced ticket orders must be received by Sept 5, 2009

For further info contact Michelle: 503-646-2144 or michelle.smith @eaa105.org

Port Townsend Fly-Out



Board Meeting Highlights

Your Chapter 105 Board

The July meeting, held at the chapter hangar, G-1 at Twin Oaks Airpark, was called to order shortly after 7:00 PM. Attending this evening were Michelle Smith, Tom Louris, Ron Singh, Jenny Hickman, Len Kauffman, Joe Miller, Jim Michell, Rion Bourgeois, Ralph Schildknecht and Dunstan Fandel.

First order of business: the previous meeting's minutes were approved with one minor typo correction noted by Ron Singh earlier by email.

Ron got into the swing of things pretty quickly, with a few opening remarks at this, his first meeting as newly installed Pres.

- RandyL had previously been undecided about his plans for remaining on the 105 or Bogardus Trust boards. He was not at this evening's meeting, but in conversations with Ron, he's considering resigning both positions. Ron will tap Randy for a clear decision.

- Young Eagles (Ron): Ron is stepping down as our Young Eagle coordinator. Michelle will step up to the position. Nat'l has been updated, and the web site shows the latest info. Benton will make sure the updates get into the NL.

- Bogardus Trust (Rion): (The directors of chapter 105 assign/appoint/elect the Bogardus trustees.) A few Bogardus trustees (Rion, Benton and Jim) are coming off rotation and need to be reappointed to another term or other people found to fill the positions. The elected 105 Pres is automatically nominated as a trustee, and Ron's 'regular' term will come at the end of the year if and when he takes up a regular term as 105 Pres. In the interim, Ron has been appointed by the 105 board to a short term, ending with this calendar year.

To deal with the other expiring terms, Rion brought prepared resolutions, circulated ahead of the meeting, for the board to discuss and vote upon. The board agreed with and voted to approve his resolutions regarding the Bogardus trustees, re-appointing himself (Rion) to a four year term, Benton to a three year term and Jim to a two year term. The uneven terms were selected to reestablish the staggered retirement and commence at the beginning of the 2010 calendar year.

- Hangar Issues (Ron): Ron observes that when he was helping Michelle set up for the recent 'Flying Companions' sessions, they found hangar G-1 to be more cluttered than they were expecting and wish it could be kept more 'ready for company.'

Among other things, several bits from a hangar cleaning, that were being offered free to members needed to be reorganized before the space could be used for the meeting and will remain in the way of other projects 'til taken. (Raises a question: How are free-to-take items to be distinguished from the chapter tools and property?)

Rion continues, We do try to be careful about what sorts of things we'll accept and in particular, things like RV fuse-jigs are not worth trying to find new homes for. We can try advertising bits in the NL, and anything that won't move can go to Bob's burn pile, if it's combustible.

Rion agrees that G-1 is underutilized and wishes we had a chapter project or something going.

- Airway Science for Kids (JimM): Jim notes that Scott and Dick and the rest of the crew are still looking for additional shop assistants. They need folks willing to commit several, but not all (it *is* volunteer work) Saturdays, beginning in the fall about the time school starts. The sessions are running at Van's Aircraft on the Aurora airport.

Rion asks, when Van's and the Airway Science for Kids project succeeds, whether we could extend that to a G-1 project, perhaps building on the Port Townsend Museum model.

- OIA-HIO / Hillsboro Airshow: John Polos is organizing the volunteers and canopy. He's soliciting volunteers to fill slots for the weekend that gain you parking, admission, a meal ticket and an official volunteer shirt.

"Magneto Flight" is also coming together.

- Poker Run (Jenny): Planned for Sept 12 this year. Reservations will be required for dinner, and we're expecting to maintain the same price as last year, \$12.50/person (includes gratuity.) We'll post the full 'events' list in the NL, and contact info for dinner. We also need to announce it at the club meetings between now and then.

We've toned down the prizes over time to help the event run in the black, and there was a suggestion to seek more

'fun' prizes rather than monetary and perhaps a 'perpetual' trophy for first place. There was a suggestion that each board member provide a 'fun' prize for the event.

- Breakfast Ops (Len): There were a couple kinks this time, difficulty getting folks to respond to the calls and emails to confirm they'd make their appointed volunteer slot, or even to ask for an alternate.

It's always difficult during the summer months, and this season is no exception. Benton adds that the cashiers are lined up.

- Young Eagles (Ron): We have two events yet to come, Aug 1 and Sept 5 from 9 - 3 at Twin Oaks, following the chapter breakfasts. We may have trouble with the Aug 1 event as many people will be at OSH.

Nat'l issues credits for the chapter YE programs to spend according to flights given. We've earned \$535 that must be spent by Jan. We asked nat'l if we could use the money to reimburse for flight training as a gift to be awarded to worthy YEs. They said "No" to that. Another idea is to buy chapter YE hats to give to the kids. Michelle thought to have some signs made up to help direct traffic at the YE events.

(Dunstan said he'd fwd info on the signs he had made up for the B-17 event.) Rion moved and the board voted to delegate full authority to Michelle to spend the EAA YE credits as she sees fit--hats, signs, computer equipment or anything else--for YE support.



You just never know what'll show up for a pancake breakfast.

Calendar

Aug 13 Chapter meeting @ Lenhardt
Aug 14-16 NWAAC Fly-In @ Pearson Field
Aug 29-30 Oregon Int'l Airshow
Sep 5 YoungEagles @ Twin Oaks
Sep 12-13 Chapter 105 Poker Run
Sep 16-20 Reno Air Races

- Randy Lervold says we'd be welcome to come over for a tour at the CubCrafters plant in Yakima as a fly-out general meeting. Jerry suggests Bull Hill and Cavanaugh Bay as other fly-out ops. Nothing is settled at this point, but those are all worth considering.

- Accounts (Jenny): We're \$1400 in the black for the year. We have \$25k in the checking acct. Benton and Jenny were tasked with finding a bank more convenient for the both of us. We should also re-visit our self-imposed \$1200 hard deck, in light of changing fortunes.

Jenny also suggests that we should consider tightening our money handling systems. Two people counting the money, better tracking of the deposits, two names req'd on checks...things like that.

Recent Events

- Flying Companions seminar (Michelle): Michelle and the attendees thought this went really well. They'll have a followup meeting, to cover some other topics, perhaps a safety/survival session. And Michelle is building an interest list for a future FC session.

- NW RV Fly-In: We cleared \$1481 from the shirts (at event plus first breakfast following,) but spent \$1063 on them, and rented the porta-potties for \$190. We've netted a little over \$200. (Benton forgot to mention that he's taken orders for or sold four more shirts mailorder, two paid for so far, and there are a handful left for sales at the breakfasts and meetings, so a few more bucks will roll in.)

Joe Blank has emailed that he's retiring from the 'fly-in boss' duty as of now. We have almost a full year to find someone to fill the position. Benton will hit up Joe for a couple paragraphs describing the task and timetable.

- Port Townsend Fly-Out (TomL): We had a great flight, and the tour at the museum was great. About 7-8 planes and 14-15 people attended. The facilities are really terrific.

The kids fly the planes in healthy crosswinds, and the older kids teach the younger. Len suggests making this fly-out an annual event. The guests members were there for about three hours and received will guided tours in small groups from the kids as well.

- Lewiston fly-out and Snake River ride (Rion): We had 31 folks make the fly-out and run up the river for Roast Beef dinner. Rion had an action item to check on a refund on guests payment when he had to cancel. Rion confirmed that the restaurant had refunded that to us.

From the Floor

- TomL reports two fly-out opportunities; #1 at Sun River to benefit a pre-school, and #2 the annual Fly-In Drive-In at McKinnon. Both are on 25 July.
- At the last breakfast people were putting various for sale and biz cards on the breakfast cashier's table. We've always tried to support flying activities but lately its been non-flying adverts as well and people have commented that it looks cluttered.
- Ron noted that Tom Sampson has applied for TC and FA status. Ron has the paperwork to sign and forward to nat'l.

The meeting was adjourned at 9:25.

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 — Cygnet Aircraft amateur built, Volkswagen engine, Stitz Covering, built by Wally Green about 20 years ago, hangared at Scappoose Airport. Selling price

\$5,000. Contact Beverly Green 503-288-4970 [11/09]

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 dhv@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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Bill Esther Engraving — Contact Bill for help with your custom engraving project. See sample work at http://www.rvproject.com/esther_engraving.html ecaps.1@juno.com or 503-851-6375

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.

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

June '09

- Randy Lervold / Propeller Balancer Program Update
- Benton Holzwarth / RV Central (Visit to Van's)
- Randy Lervold / Supporting Your Chapter
- Ron Singh / Young Eagles at Pearson
- Tom Louris / Port Townsend Aero Museum Chapter Flyout
- Bruce Rose / Report on the 2009 CAFE Foundation Electric Aircraft Symposium
- Bruce Rose (Photos: Bruce Rose, Greg Long and Mike McGee) / The Reason for the Permanent Grin on My Face
- Rion Bourgeois / Snake River Fly-Out and Jet Boat

Dinner Run

July '09

- Benton Holzwarth / Parkside Paradise
- Photos Benton Holzwarth / The 18th Annual Northwest RV Fly-In
- Randy Lervold / Life turns a page for Randy
- Sandy Bes / Roy 'n Sandy's Fly-To Dining Adventures — Water to Desert and Back Again

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"Contact!" Chapter Officers and Staff

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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: _____

Home Ph: _____

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Spouse's Name: _____

Dues: \$20/yr e-delivery of newsletter
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Renewing multiple years: _____yrs, _____ \$total

Nat'l EAA #: _____

Own / Fly: _____

Current Project: _____

Completed Projects: _____

Comments: _____



A couple artifacts from Evergreen Field made their way up to the second hangar at the WAAAM museum at Hood River.

Next General Meeting

VAF-Home Wing / Chapter 105

- Thursday Aug 13th—**6:30 PM**
- Lenhardt Airpark (759)

Next Board of Directors Meeting

- Thursday Aug 20th—7:00 PM
- Location: TBA (usually TwinOaks G-1, but check!)
- 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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To:



First Class Mail

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