

EAA 105

PORTLAND OREGON



October 2009



**Experimental Aircraft Association
Chapter 105 Portland, OR**

Twin Oaks Airpark—7S3 www.EAA105.org
The Purpose of EAA Chapter 105 is to Promote
Aviation Education, Construction, Recreation and
Safety for Enthusiasts of All Ages.

In This Issue

Next Meet: Scott Lane's RV-12 in Hillsboro	3
2009 EAA Chapter 105 Poker Run	4
...and more Poker Run photos.....	5
I Am One Lucky Lady!.....	6
New Members and Members in New Places Al Sohler and Jason Cobb	7
2009 Northwest Art and Air Festival and OPA Meeting	8
Joe Marin and Tom Sampson's RV-7.....	9
Board Meeting Highlights.....	9
Buy / Sell / Trade	11
2008-09 Feature Article Index	12
Name Tag Order Form	12
Contact! / TCs+FAs+FIs / Renewal Form.....	13

Next Meetings

- **Oct 8th** — Next meeting at Scott Lane's to see his RV-12 project. Map on pg 3; 7:00 PM
- **Oct 15th** Chapter Board Meeting, TBA (7S9?)
- **Oct 17th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

Joe Marin, between layers in his and Tom Sampson's new RV-7.

Photo forwarded by Bob Duncan. More details on pg. 9.

Breakfast KP Duty

Saturday, October 3rd, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Bruce Rose	Robin Wessel
John Tompkins	Dick Zander
Dick VanGrunsven	Amendala Ryan
Ken Warner	Edward Arthur
Don Wentz	David Atack
Dale Wotring	Shawn Barcenas
Jim Ashford	Henry Bartle
Dan Benua	Martin Baumer
Gary Daubert	Dann Parks
Bob Duncan	Jerry Cochran
Richard Suffoletto— Cashier	Bob Combs

Saturday, November 7th, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mike Seager	Steve Young
Ron Singh	Joe Blank
Michelle Smith	Steve Callaway
Robert Toppel	Chuck Carlborn
David Carlson	Mel Carstetter
Mark Cattell	Andrew Cleveland
Charles Chapman	Art Cornelius
Andrey Cheremnov	John Cox
Bryan Chilson	Chuck Curtiss
Robert Clark	Garrett Damitz
Ralph Schildknecht— Cashier	Randy DeBauw

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

YE Pilots and Ground Crew

Mark your calendars marked for October 10th for a Get Together to celebrate the end of the season. Location TBD (most likely Twin Oaks) and time set for noon, at this point. Thank you everyone for your dedication to this program!
Michelle

Loose Bits

Donation needed for chapter hangar (G-3): **Industrial shelving.** Contact Neil Arney to donate. 503-639-1263

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

Northwest RV Fly-In is Looking for a New Fly-In Boss

After organizing the NW RV Fly-In for the last couple years Joe Blank has announced his decision to step down. The chapter will begin the process of finding someone new to head up the operation.

The chapter has lots of collective experience plus a spreadsheet that details the various tasks that need to be covered, and will provide whatever support we can to the person that steps up. Please consider this high-visibility opportunity to contribute back to the chapter.

SUBJECT: North Bend, Oregon Tower (OTH)

This Letter to Airmen announces the opening of North Bend Oregon Air Traffic Control Tower on September 24, 2009.

Hours of operation: 0700 - 2100 (local) 1500 - 0600Z+

Frequencies:

Tower 118.45 (VHF) 229.4 (UHF)

Ground Control 127.1

AWOS 135.075

CTAF 118.45 (eff. August 27, 2009)

If you have any questions please contact Jim Pieser of the Portland, Oregon Tower/TRACON at (503) 493-7514

Meeting Coordinator:

Dunstan Fandel

dunstan.fandel@sun.com

503-614-9737 (H)



Program: Scott Lane's RV12 project

Location: 758 NE 72nd Ave.
Hillsboro, Or 97124

Join us this month as we visit our first ever RV12 project. Scott is a bit past the halfway mark on his airplane and has taken delivery on every RV12 sub-kit as it becomes available.

Come see how Scott has overcome the challenge of building a full sized airplane in a single car garage in a townhouse community. Space is tight, but we will overflow into his alley... Good weather has been ordered.

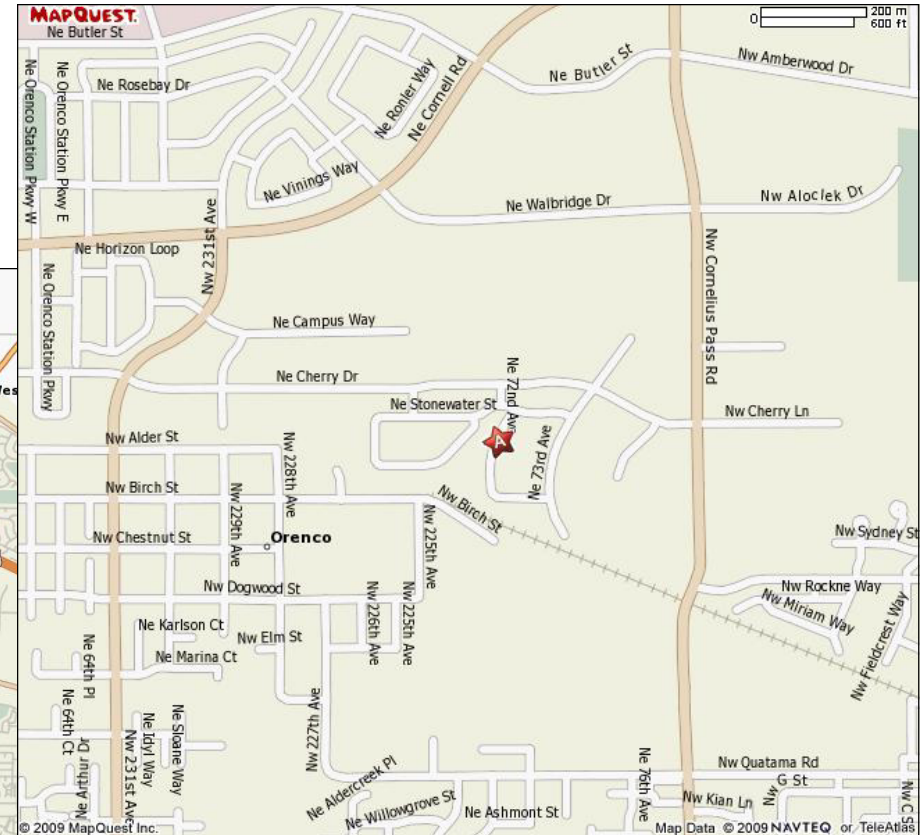
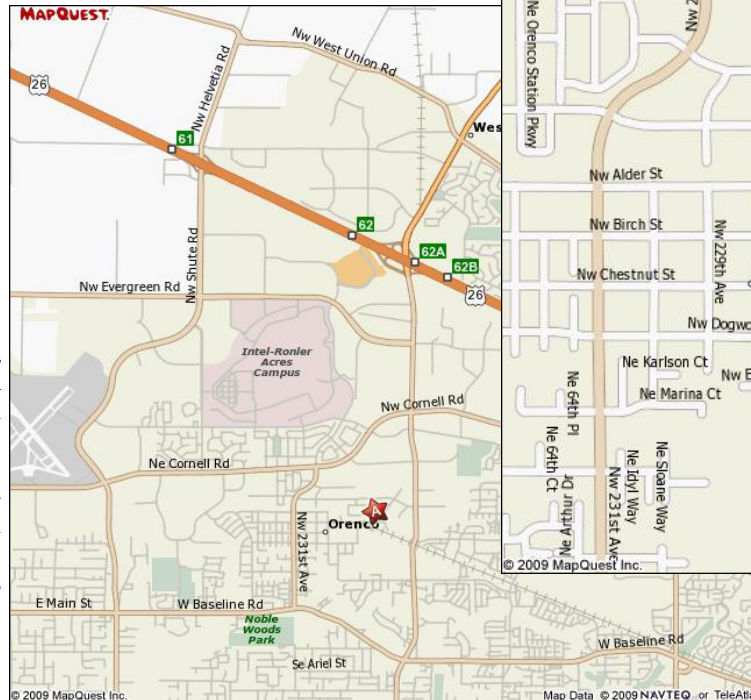
Directions:

From US26, exit Cornelius Pass road South
Cornelius Pass Rd to Cherry Lane, turn right (West)

Cherry Lane to NE 73rd Ave, turn Left (South)

NE73rd Ave to NE Stonewater St., turn right (West)

NE Stonewater St to 72nd Ave, turn left (South)



Park along this street, walk to townhouse at #758, or along parking alley until you see the open garage.

Future Meetings

- Nov— Annual Elections and Pie Auction
- Dec— Holiday Party
- Jan— Steve Rosenstock's KR-2S project

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 couple bucks 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!



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).

2009 EAA Chapter 105 Poker Run

Bob Duncan

Saturday morning Ron Poe and I met at Twin Oaks and pulled out our RV-4 in anticipation of the upcoming Poker Run. After paying our \$20.00 and collecting our brown shirts to go with our newly acquired brown baseball caps with "RV-4" embroidered on the front, we fired the bird up and departed for Mulino, Ron flying the first leg. We arrived after a short flight to Mulino as #3 to land just ahead of the 6 plane Home Wing Squadron and taxied all the way across the bumpy grass to the restaurant to collect our cards and grab a cool beverage.

I flew the second leg and upon arriving at Independence, again #3 to land, staying ahead of the Home Wing Squadron who arrived shortly. Brad Bonn flew his Champ over to Independence to meet up with the group. The temperature had gotten a bit warm by noon so we joined the rest of the Poker Run entrants under the tree at the café and joined in on the conversation about how the coast was fogged in. Everyone decided to wait anticipating the fog would clear in a couple hours, so no hurry. Most everyone decided to have lunch to kill some time while Ron and Rob Hickman checked weather. Around 2pm we got word that the ceiling at Newport was 1,200 broken so everyone fired up and headed west to Newport.

Ron flew the third leg to Newport and by the time we arrived as #3 to land, it had cleared off nicely over the airport but one could see the fog bank hanging just over the beach. As always on the coast, it was comfortably cool and a nice relief from the warming trend in the valley. The FBO was supposed to have a BBQ going with hamburgers but because of our late arrival, they had put the lunch wagon away leaving us to snack on cookies. Soon the Home Wing Squadron arrived and we all convened in front of the FBO to collect our cards. The fact that the fog was hugging the coast was a matter of concern but after checking the AWOS at Tillamook, which was reporting clear, we decided to take off for TMK.

I flew the fourth leg and just after departing, had to di-



Bob Duncan and Ron Poe with their RV-4 at the Tillamook blimp hangar.

vert inland a little bit to avoid the fog encroaching just inland of the beach. Cruising at 2,500' we had a nice view of the beach and adjacent fog bank all the way to TMK. At Pacific City we could tell that the airport there was fogged in but from there north it was clear as long as you stayed inland.

We heard somebody on the radio say that TMK was fogged in but from our position, just adjacent to Pacific City, we could see it was clear. Apparently, someone mistook Pacific City for Tillamook. Later we found out that the Home Wing Squadron diverted from TMK thinking it was fogged in. After landing at Tillamook and drawing our cards, we took a few photos and departed for Twin Oaks.

Ron flew the last leg back to Twin Oaks. It's always a great flight over the coastal range, especially for the scenery. Can't believe there is so much logging going on with all those dirt roads cutting back and forth for access. By the time we flew over Hagg Lake, it was time to pull the power and descend to 753. Again #3 in the pattern, we landed and checked in with Jenny and exposed our lousy card hands. The Poker Run is always great sport, even if you don't get even a pair!!



*Card dealing and signing at Newport.
A few of the Home Wing RV formation team ready to depart Twin Oaks.*



More Bob Duncan photos: Pacific City from the air



Ron Singh at Newport



Bob and Ron Poe at Mulino



Shannon Miller and Susan & John Mates sent along more pictures, thanks...

This year's tee-shirt, front and back.
 Tom Louris was thrilled to score the beer-can bipe. White elephant—short lived.
 The Hillsboro Flying Club's Beech Bonanza Debonaire carted this year's winning hand.
 The HIO Flying Club is always looking for new members, see the ad in the classified section.



I Am One Lucky Lady!

Susan Mates

I am one lucky lady! I won this year's Poker Run with three fours! But here is why I'm really lucky.

The Poker Run day began with perfect weather. Jenny, the Poker Run's initiator and organizer, welcomed us with a smile and a table laden with treats to get us off to a good start. I was a little nervous. Other than a quick trip Jerry Van Grunsven had generously granted me in his RV-8 a few years ago, this was my first trip in a small aircraft since I was about 13 years old.

Our pilots, Shannon and Dave, arrived in a Beechcraft Bonanza Debonair. John and I climbed into the back seat. I felt like a kindergartener on the first day of school, with anticipation and skittishness in about equal measure, but the anxiety lifted along with the airplane.

I couldn't have asked for better pilots. As we passed over Mt. Angel I mentioned that it was one of my old stomping grounds, so Dave circled over the Abbey hill so I could see a familiar place from a different perspective. I loved seeing the valley from the air. I'm a very sequential person, so it was startling and beautiful to see how all of the little pieces fit together in ways that I hadn't imagined. There were the rivers, tree-lined, snaking through the land, and the textured patchwork of fields and orchards. Then we were over the coastal range, with jewel-like little valleys hidden in the mountains, and the waves breaking on the headlands, which looked somehow more forbidding from the air.

At each step where we picked up our cards, the people couldn't have been nicer. Their positive energy and enthusiasm for our game added to the fun. By the time we hit the coast, though, the clouds were closing in, and Shannon and Dave decided to make an IFR plan. They made me feel completely safe the whole way, but more than that, they helped me feel included. Sometimes it's hard for enthusiasts to keep from ignoring the non-initiated, but they never let me feel left out.

Flying back into Twin Oaks, Shannon made another perfect landing. Roy had seen us land and made everyone wait for us, and there was Jen Hickman's daughter, in the golf cart, ready to haul us into the Awards event in style. Everyone was gracious about waiting – even when it turned out that I'd trumped the prior winning hand. Rion handed me the winner's cup and the best trophy ever, hand made by Neil. He even arranged the hand of cards to read "2-0-0-9". The Board members contributed white elephant aviation items, and there was a lot of laughing and tough competition over the favorite prizes. Then it was on to dinner, arranged by Ron and Michelle, with the most delicious salsa ever.

So you see, I am one lucky lady to be fortunate enough to spend time with such congenial and generous people. Thank you to everyone who contributed to the day. Next year, when I hand over my trophy to the next Poker Run winner, I hope the person will have enjoyed their day as much as I did – though I don't see how it's possible! [It gets better, Susan—You get to keep the trophy! Ed.]





New Members and Members in New Places

Al Sohler

Hi, Ron Singh asked me to say a few words about myself. I am an A&P, private single and multi land, commercial helicopter. I listed under my current project, getting my 80' x 1100' sod strip zoned through Washington County.

It's about 3 miles on the 245 radial from Twin Oaks. Runs 09 - 27 (land to the west) and is between newly planted filbert trees and on a hill. Danny Stark has landed his Cub there.

I've been going to the breakfasts for several years now. Both of my sons learned to fly out of Twin Oaks, and my youngest is a flight instructor. Most of my aviation experience has been in helicopters. -- Al Sohler



Jason Cobb

Hello, My name is Jason Cobb. I am a new member as of this month.

Currently I'm not flying much. I hope to start up again on my commercial and instrument licenses soon though.

My ratings are single engine complex with a tail wheel endorsement. Flying hours are around 200 or so (Just enough to be dangerous).

Current project is a CP-305 Emeraude. Plans built, wood and fabric construction. Mods include three piece wing, Extended fuselage, third seat, and 1900 lb gross weight. Powerplant is a continental O-300 A model.

I work in Aurora at Columbia Helicopters as a structures mechanic. Been there a little over two years now.





**9th Annual Hillsboro Airport Open House
Celebrating 74 Years as a Public-Use Airport**

**Saturday, October 24th
2:00 – 5:00 p.m.
Hillsboro Airport Terminal Ramp
3355 NE Cornell Rd, Hillsboro, OR**

Take an airfield tour and visit the future location of Runway 30R-12L, with construction anticipated to begin in the summer of 2010. Learn about the Hillsboro Airport Master Plan and discover what changes you can expect to see in the near future at Oregon's busiest airport (by number of operations).

This free, open-to-the-public event will feature fun aviation activities and educational opportunities for the whole family.

For special needs or for further information, contact Erica Muse, Port of Portland General Aviation, at 503-460-4037 or erica.muse@portofportland.com.



2009 Northwest Art and Air Festival and OPA Annual Meeting

Bruce Rose

On Saturday, August 29, my wife and I traveled to Albany to attend the Northwest Art and Air Festival and the OPA (Oregon Pilots' Association) annual meeting. In the spirit of full disclosure, I went for the aircraft related activities and the attraction for my wife was the art festival. We considered flying down, but for a number of reasons (including a wall of fog to clouds between Salem and Albany in the morning) the wise choice for us proved to be driving.

The Air Festival was pleasant with many aircraft on display on the tarmac at Albany. A small air force of private aircraft was busy giving Young Eagles rides to an excited crowd of potential pilots.

In addition to looking at the activities at the airport, I wandered over to the Linn County Expo Center to attend some of the aviation seminars and the OPA annual meeting.

The OPA is presently attempting to expand its membership and held a leadership meeting to discuss how to accomplish this. The Beaverton chapter of the OPA has historically met at Twin Oaks Airpark, but presently is inactive.

During the OPA annual meeting it was mentioned that premium gasoline is delivered to Oregon without ethanol and can legally be sold before blending for limited applications, including aviation.



Young Eagles were flown in connection with the Art and Air Festival in Albany.

Joe Marin and Tom Sampson's RV-7

Bob Duncan forwarded some details and photos of Joe Marin and Tom Sampson's new RV-7.

- 180 hp Lycoming injected with inverted fuel and oil systems
- 2 Advanced Flight Systems EFIS 3400 series with TruTrack auto pilot
- Garmin 496, Zoon TCAS system, dual radios, mode c transponder
- About \$32k in the panel which includes panel itself and install
- Paid the wing kit deposit on Oct 31st, 2006
- First Flight: May 31st, 2009 (31 months to the day!)
- 1,198 hours total



Joe Marin and Tom Sampson's new RV-7. First flight was in May.

Board Meeting Highlights

Your Chapter 105 Board

Attending John Cox, Ron Singh, Michelle Smith, Bruce Rose, Benton Holzwarth, Jenny Hickman, Joe Miller. Ralph Schildknecht, Tom Louris, Jim Mitchell, Rion Bourgeois, Jerry VanGrunsven and Dick VanGrunsven.

The meeting was called to order at 7:05 PM, the location was Twin Oaks.

- Introductions: New VP Bruce Rose was introduced to the group. Bruce may be new to our group, but has officer experience in the local R/C Sailplane club and is enthusiastic about our favorite hobby.
- The August board meeting minutes were approved, given one minor correction, from their first circulation.
- Action Items: Club bank change: Benton and Jenny have agreed that Chase is more convenient for both of us than the current bank. Jenny will change over at her convenience. Rion's suggestion to keep two signers on checks but only require one met with agreement, with the control aspect being covered by a policy of an email 'paper-trail' of approvals to be kept for disbursements.

• Finances: There was continued discussion on formalizing our money handling procedures. Talk was on having two people witness, for instance, the breakfast take, jot totals down on the tally sheet, and initial.

Dick moved and the group approved a motion that the chapter introduce a fund-raising event accountability policy where receipts are counted by a second party.

Bruce asks why we keep as much money on account as we do. Rion suggested we put the cash into short-term investments for now, and discuss further at the annual January planning session.

From there we drifted into a short discussion on the ins and outs of a

couple different investment opportunities.

— Hangar Issues —

- Jenny's mother put together a first-aid kit for the chapter hangar. Reimbursement for that was quickly approved, to the tune of just under \$50.
- New hangar crew chief Neil Arney (and Phylis) are keeping the hangar clean and warm. Should be more inviting when anyone wants to pop by.
- Chapter hangar PC: The internet connection seems to be working. It appears to bog down, though when moderate loads are applied, like running a flight-sim. John Cox and others discussed the pros and cons of upgrading. (Generally, with new PCs as cheap as they are, it's a dubious economy spending money upgrading an older machine.) John will check whether he has any parts in his stock that would work in this machine. If that doesn't work out, we'll take up discussion of a plan-b at a future meeting, tapping the membership for a better machine that might be gathering dust somewhere, or buy.
- The chapter's projector is also ailing and a replacement is being considered. Current designs are compact and costs have come down to the \$600-700 range for de-



The panel of Joe and Tom's RV-7 features a pair of AFS 3400s.

cent models. An expenditure of up to \$800 (for a projector and perhaps some speakers) was moved and approved.

— Recent events —

- **Poker Run:** Those that made it to Newport thought it was the best stop, the host there very enthusiastic. Mulino was also a great stop. 33 players registered, for \$660 income, but we didn't get a good count of the planes flying. Jenny reports income just about matched the expenses so the event broke even this year. 50 folks joined us for the catered diner (an extra charge of \$12.50 on top of the Poker Run entry fee.) Rave reviews for food. White elephant exchange for distribution of the poker hand prizes was well received, and looked like a lot of fun even for those of us not winning. Susan Mates had the top hand at this year's event.

One player joined us from Idaho. Steve Albee emailed back after the event, thanking us for the accommodations (he slept in G-1.) Being unfamiliar with the area, he suggested more info on the visited airports would be appreciated.

- **Oregon Int'l airshow:** Regarding the volunteer situation at the chapter 105 & 782 canopy: Ralph remarked, "Lots of smoke and noise. Lots of kids." John Polos, who organizes the chapter effort there goes to length to make a fun stop for kids, with give-away magazines and his 'aircraft carrier landing simulator'. The crew was also distributing info about our final Young Eagle event of the year. The Sept. YE event was unfortunately rained out, and with a large number of kids there hoping for their rides. (Event was rescheduled to follow the Oct. chapter breakfast, then rescheduled again for Sunday of the weekend when the weather forecast turned a little better for the second day.

One problem to be considered for next year is a better contact arrangement for the kids. Apparently they remembered that the event would be at Twin Oaks airport and burned up the phone lines to Betty (Twin Oaks FBO office) asking about whether they'd be flying on the Sept. date, with the bad weather.

Ron was prompted to retell the story of his confrontation with the airshow boss. Sounded pretty serious, but was quite funny in the end. The Magneto Flight team was

well received for their airshow pass, with the RVs and Ron's RANS demonstrating the flying speed differences between the two. Later the assistant air-boss was teasing Ron that, "his plane needs a calendar rather than an ASI." For the next day's briefing, Ron showed up with a shirt showing an ASI marked Jan, Feb, Mar... instead of speeds in mph.

- **E-Payments:** (At the previous meeting webmaster John Jessen had volunteered to look into accepting electronic payments for chapter dues and event registrations, etc. He was doing the same thing for another club he's in.) John wasn't at this meeting, but Jenny was and reported that she and Rob had just gone through the same exercise for Advanced Flight Systems and reported it was a huge pain and strongly advised dropping the notion. The assembled group agreed to pursue it no further.

- Someone noted that it isn't clear on the website contact list which folks are chapter board members. Ron will talk to John about getting that detail added to the contact page.

- **Breakfast Issues:** None raised.

— Open floor —

- **Rion:** Hangar usage report: Campers took advantage of the chapter's G-1 hanger around the Poker Run. Also Neil is now keeping G-1 open more of the time, so hopefully it's warm 'n welcoming for folks that drop by. He's open to any suggestions for ways to increase usage.

With respect to Bruce's earlier question about why the chapter guards our bank accounts, Rion suggested perhaps we could consider a 'chapter project' rebuild effort with some of the funds. Also, funding kids to Airventure is always a worthy use.

- **Bruce:** First Bruce asked a few questions about the nat'l gratis six-month memberships and the chapter match.

He also noted that the local OPA chapter seems to be losing critical mass. While observing that OPA and AOPA tend to attract certified plane pilots, he suggested some sort of 'out reach' to the local group to see if we can attract any as new members. John Cox, with experience in the OPA, suggested they'd never release their roster so

there'd be no way to make contact with the individual members.

Bruce also offered to write a short bit for the NL on the Albany Art and Air Fair and the OPA annual meeting held in conjunction with it.

- Dick reminded us he'd put out a jar to take up a collection for our RionB, who'd resorted to playing street musician to earn a few coins. (A running gag for the latter part of last year, Dick had noticed a street musician that looked very like our Rion, and had take a photo and turned it into a joke.) Well the collection jar collected a couple bucks, and Dick was ready to retire the proceeds back to the chapter and so asked, "What should we do with this?" and brought out the cash. I don't recall that he got a straight answer, did the money go to Rion or into the chapter coffers?

- Joe's only comment was to note that he prefers calls to his cell phone number rather than the house phone. (Benton to update the NL contact list.)

- John Cox, another new participant in our chapter operations, is now covering the prop-balancing duty and is also looking after the airplane scales. He reports the prop-balancer accelerometer was out of date/cal but is now put back to rights. He suggests that for liability reasons, we need to be more rigorous about keeping cal's up to date on the scales. The calibration company suggest this type of equipment should be re-cal'd every six months to one year.

He also observed that one of the nice, substantial aluminum ramps was cracked, leading us to wonder if someone had weighed something somewhat heavier than an airplane.

- Michelle says the Sept. YE date has been rescheduled to coincide with the Oct. pancake breakfast date. [Subsequently postponed again to Sunday of the week-end.]

Michelle also organized the barbeque at the Sept. meeting at the chapter hangar. She reported that the contributions to the 'jug' exceeded her expenses by a few bucks, so she was covered.

- Ron, in his turn, noted that the YE program is supported by Phillips-66, which has now bumped up their

rebate for YE flight fuel expenses to \$2/gal when you use a phillips-66 credit card. Phillips-66 brand gas is available at Grants Pass and Redmond.

Also reported at the OSH 'Gathering of Eagles' event, each chapter gained a \$5 credit for each pilot flying 10 or more YEs. This benefit scored the chapter \$500 in YE credits this year, for use in our own YE program or towards sending kids to YE camp at OSH.

Ron noted that EAA Nat'l's new 2010 calendars are available for ordering by chapters.

He also reported he'll be borrowing some chapter equipment (chairs, etc.) to support an introductory session of 'team flight' on the 26th. This is the chapter-supported 'Airway Science for Kids' program, hosted at Van's Aircraft, where a dozen or so kids are assembling an RV-12 kit along with their aviation-based 3-R studies.

Dick adds the early sessions will match kids with mentors 1-to-1 (six or seven of the mentors are 105 members.) The program is looking to add to their group of sponsors.

Along with CAS, they're also making plans for how to handle the aircraft after it's completed, since CAS cannot own a flying aircraft. Perhaps some sort of flying club to own the plane. The plane will be an E-LSA when completed.

- A question came up on how to handle (very!) late membership renewals. We came to agreement that the renewal should continue from the original due date. 'Resetting the clock' would only reward delinquent behavior.

- The chapter election time draws near. As provided for under our bylaws, the chapter board will offer a slate of officers, but this obligation is to maintain a continuous management of chapter operations. We would be delighted to be challenged for any position. We (the board) will pursue this at our October meeting and elections will be held at our regular November meeting.

The meeting was adjourned at 9:15.

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.

Lot for Sale at 7S5—Independence Airpark North Annex, Lot 9 on Skyraider Drive 15,959 sq ft. Ideal exposure for solar home design. Call Brent Anderson 503-646-6380 or email brentz.enterprises@comcast.net [01/10]

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]

Open for Business



Hillsboro Flying Club — located at HIO, 3 great planes, reasonable overnight minimums, airplane keys in your pocket! www.hillsboroflying.org 503-525-1199

Duckworks Landing Lights — Standard kits start at \$75. Round Halogen and Xenon HID lights are available for new installations and upgrades of our kits and others. For details/pricing see www.duckworksaviation.com or call 503-543-3653

Practical Flight Training — Improve your pilot skills; enhance your situational awareness by getting your IFR rating!. Accelerated, comprehensive instrument training in the Portland, OR, area. Gain aeronautical experience in actual IFR conditions and mountainous terrain; learn how to identify and avoid icing conditions, winter-mountain survival awareness, density altitude performance concerns and squirrely winds. Competitive rates; we specialize in teaching you the nuts & bolts of practical, safe flying! www.gorgewindsinc.com; call Dr. Delcy

Palk, Chief Flight Inst. 503-329-7380 or 503-665-2823
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.

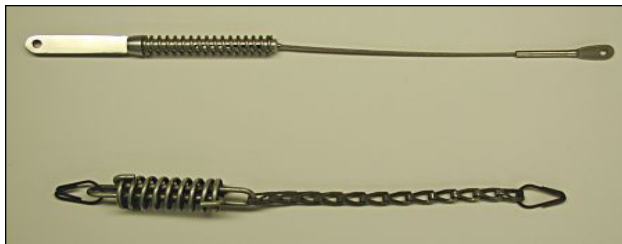


FMR has a separate soda-blasting booth available for removing paint and rust from engine and metal parts, vehicles, boats, and motorcycles. For more information, contact Gene Endsley at 206-300-1197 or g.endsley@comcast.net

Kelley's Experimental Air, Inc— Assist to Build Home-built Aircraft Center & General & LSA Maintenance Repair Facility,—Certified Rotax Service Center—Cottage Grove Airport 541-968-9328

Is your project finished yet? Do you want it finished but don't have the time? We specialize in quality Aircraft Building & Custom modifications & Builder Assist, no matter what stage of completion you are in. Aircraft & Instrument panel wiring. Insurance work /Insurance estimates. We build it to your specifications. Over 15 years of experience. Safe, Reliable and Honest work you can count on. We can help. Give us a call!

Brentz Enterprises — Tail Lynx — Tail steering springs made from aircraft-grade materials. Small, strong, streamlined and all Stainless steel. Now available through Van's Aircraft — www.vansaircraft.com or 503-678-6545



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.

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 Striland

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

August '09

- Greg Long / CubCrafters SW "Sport Cub" Flight
- Michelle Smith / Flying Companions Update and

Future Plans

- New Members—Gordon Martin & Pete Kozachik
- JJ Johnson's www.linestretch.net
- Randall Henderson / Gearhart Junction Cafe
- Michelle Smith / Port Townsend Fly-Out Photos

September '09

- Ron Singh / Bruce Rose Appointed to Chapter VP Position
- Benton Holzwarth / An Evening at Lenhardt Airhaven

Order Your Chapter Name Tag!



- 1" x 3" custom printed nametag
- Chapter 105 logo in color
- Show your chapter colors at events and meetings
- \$7.50 for one line (Name only) — \$8.50 for Name + 2nd line (Type and/or Reg-number)
- Tags will be mailed to the member

Send to: Dunstan Fandel
5268 NW 151st Terrace
Portland OR, 97229

Name: _____

2nd Line: _____

(Please Print Clearly!)

Addr: _____

City/St/Zip: _____

"Contact!" Chapter Officers and Staff

Pres., Director & Membership Coord	Ron Singh ron.singh@eaa105.org	503-646-2144 h
Vice Pres. Director	Bruce Rose bruce@falcondesign.com	503-848-2228 c
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 jmichell1@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	503-475-7433 c
Director & Breakfast Volunteer Coord	Len Kauffman lakauf@comcast.net	503-885-1920 h
Quartermaster & Tool Meister	Mike McGee mmcgee@pma-engr.com	503-701-6315 c
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 c
Director	Jerry VanGrunsven jvangrunsvenfly@wifi-nw.com	503-648-3464
Director & Youth Activities Coord	Michelle Smith michelle.smith@eaa105.org	503-646-2144 h
Web Master	John Jessen n212pj@gmail.com	503-656-2255 h
Prop Balancer	John Cox johnwcox@pacificnw.com	503-684-6001 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: Benton Holzwarth
9240 SW Millen Dr.
Tigard, OR 97224

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

Name: _____

Address: _____

City/St/Zip: _____

Home Ph: _____

Work Ph: _____

Cell Ph: _____

E-Mail: _____

Spouse's Name: _____

Dues: \$20/yr e-delivery of newsletter
\$25/yr for mailed paper newsletter
Make checks to "EAA Chapter 105"

New Renewal

E-delivery (\$20) Paper delivery (\$25)

Renewing multiple years: ____yrs, ____ \$total

Nat'l EAA #: _____

Own / Fly: _____

Current Project: _____

Completed Projects: _____

Comments: _____



Mabel Hickman was unable to beg a ride in this year's Poker Run.

Next General Meeting

VAF-Home Wing / Chapter 105

- Thursday Oct 8th—7:00 PM
- Scott Lane's RV-12 Project
- Map on pg. 3

Next Board of Directors Meeting

- Thursday Oct 15th—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



To:

First Class Mail

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

Volume 49/Number 10/October 2009