



November 2009

EAA 105

PORTLAND OREGON



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

Loose Bits

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Breakfast KP Duty

Saturday, November 7th, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mike Seager	Robin Wessel
Robert Toppel	Edward Arthur
David Atack	Joe Blank
David Carlson	Steve Callaway
Greg English	Chuck Carlborn
Charles Chapman	Mel Carstetter
Andrey Cheremnov	Art Cornelius
Robert Clark	Randy DeBauw
Garrett Damitz	Michael Brown -- PCC
Tyson Massey -- PCC	Alaric Brown -- PCC
Ralph Schildknecht—Cashier	Tyler Johnson -- PCC

Saturday, December 5th, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Ron Singh	Carl Dugger
Michelle Smith	Steve Ebmeyer
Mark Cattell	Bruce Eicher
John Cox	Bob Eurick
William DeLacey	Dale Fillmore
Brian Doyle	John Flood
William Drake	Ray Fogg
Bob Duncan	Pete Forsyth
Norm Durrell	Walt Foster
Tyson Massey -- PCC	Warren Fraim
Jon Crew—Cashier	Roy Glass

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

Stan VanGrunsven reported most recently that a sufficient number of 'mentor's had signed up to assist with the Airway Science for Kids project, constructing an RV-12 at the Van's Aircraft shop in Aurora. He adds that a few additional adults would be welcomed, to be available on a fill-in basis as the regulars need time away. Call Scott McD if you can offer some Saturdays over the following several months. 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.

What he said...

Kent White wrote:

"...wood is in almost everyone's comfort zone."

True, as even forming metal relies on the use of wood...as table tops, floors, pencils, doors, and firewood to keep the shop warm...

I used to do wood, but then I discovered welding. Once I realized that the glue set up faster with metal, I was done with wood.

...rkw

Next Meetings

- **Nov 12th** — Next meeting at Hangar G-1, Twin Oaks. Map on pg 3; 7:00 PM
- **Nov 19th** Chapter Board Meeting, TBA (7S3?)
- **Nov 21st** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

Dave Salesky returns from a Young Eagles sortie. Mount is an Aeronca 7AC with motivation provided by an O-235. Dave is back on the air, now guessing the weather for KATU Ch 2.

Meeting Coordinator:

Dunstan Fandel

dunstan.fandel@sun.com

503-614-9737 (H)



Program: Our Annual Pie Auction and Chapter Elections meeting

Location: Twin Oaks, Project Hangar (G-1)
12405 SW River Rd. Hillsboro

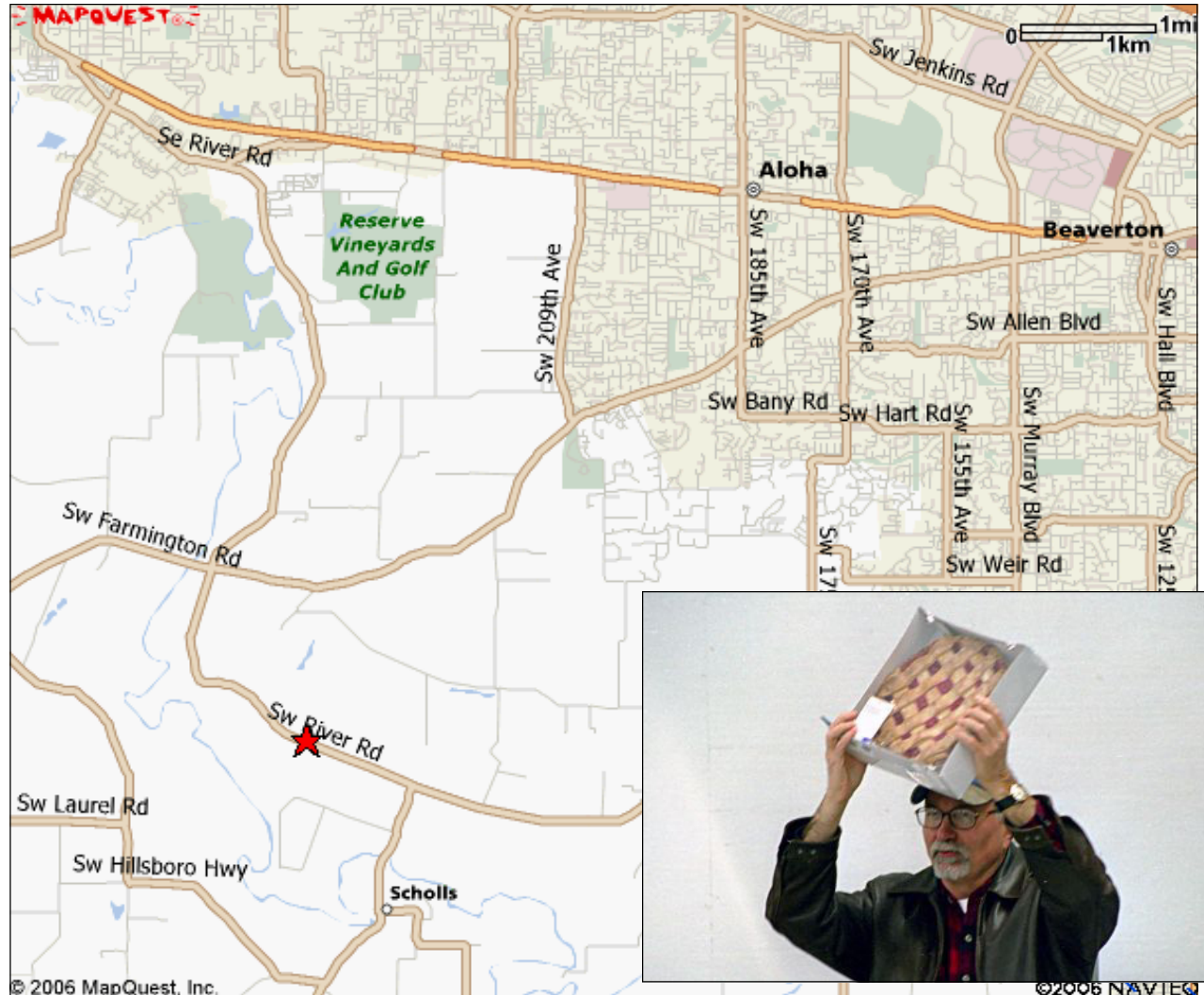
Pie Action: Best start working out, develop those arm raising muscles, because bidding for pies requires both skill and amazing strength. Strength mostly in terms of will power. These pies, especially the home made variety, are hard to resist. Buying one often just will not do. So? What are you waiting for! Come to the EAA-105 Chapter Hanger at Twin Oaks, bid on, win and haul off your Holiday pies! (And, don't forget your wallet!)

Chapter Elections: This is also Chapter Election Night. This is the time to elect officers and think about volunteering as an EAA-105 Board Member. (Note: Chapter bylaws require between 4 and 15 board members, of which a maximum of 12 are offered in the board's slate, leaving slots open for the membership to fill. Nominees must accept before or at the election meeting. For those who have thought about serving on the Board, this is the time to step up. You are strongly encouraged to do so!)



Meeting Planning

Dunstan Fandel handles the meeting/project scheduling. If you have a project you'd like to share with the chapter, he'd appreciate hearing from you. dunstan.fandel@sun.com or 503-614-9737 (h).



But Wait...There's More: If we are fortunate, there may be a showing of Norm Durell's DVD production of the Bogardus Little Gee Bee restoration. Bring popcorn!

Future Meetings

- 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 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.

RV-12 in a Shoe Box

Benton Holzwarth

Photos: Shannon Miller and Ken Howe

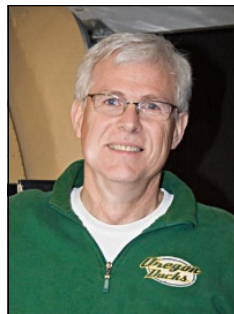
(thank-you Shannon and Ken!)

Chapter meeting: Scott Lane's RV-12 project; 8 Oct 09

Our new VP, Bruce Rose, held court this evening, going through the usual business.

New member Gordon Martin introduced himself. He's working on an 'old' RV-3 kit. Dunstan thought Scott's one-car garage might be an interesting shop to see, and in fact, Gordon says he's working in an 8'x40' container--maybe deeper than Scott's place, but no wider!

Guest (?) Jim Petchell (friend of Bob Norton) joined us to see what he could learn; thinks the -12 looks interesting. Another guest, Ken, was also there to answer with his impressions of the kit.



Host Scott Lane

For milestones, David (missed the last name) flipped his -3 'boat' over (rotated his fuse.) And Bruce Rose obtained his tailwheel endorsement in a Champ 7-AC at McMinnville. Steve Rosenstock (hosting our January meeting) has 29 of 31 polystyrene ribs made up in the tail-section of his KR-2S project.

No one had anything to offer for sale; and for upcoming events, the next meeting is the annual chapter elections and pie auction (always a ton 'o fun,) to be held at the chapter project hangar--G-1 at Twin Oaks.

Stan VanGrunsven spoke up for the 'Airway Science for Kids' RV-12 project going together out at Van's Aircraft in Aurora. He says they have a full complement of kids, and a sufficient crew of mentors but could use a few more to fall back on for help on a fill-in basis as the current crew need sessions off.

And the HIO open house is scheduled for Oct 24th, [which will be past by the time this report appears.]

And with that Scott Lane, our host for the evening, took



over, offering thanks to Dunstan for setting up the visit. Dan Benua, Technical Advisor on the project, has also been sharing his experience and expertise with Scott.

His opening remark told the story, "Van's didn't advertise how fun it'd be." He has about 500-550 hours into the project so far, and notes that, "When you're working, it moves fast." The most challenging tasks so far have been the longerons and the aileron counter-weights. The Engine and Instrument sub-kits are still to come. He'll complete the project as an E-LSA, and will pursue the Repairman's License.

He's used his hand and pneumatic rivet pullers (there are a few 'driven' rivets in the project, attaching plate-nuts, so far, but it's mostly constructed with pulled rivets) and files, but not much more. Both wings are finished as well as the tailcone and vertical and horizontal



A good turnout of members attended this meeting to see Scott Lane's RV-12 project.

stabilizers. The fuselage is about three-quarters complete. Common tools have included a drill press, band saw and deburring tools, however, most rivet holes don't need to be deburred.

He did buy the Avery -12 tool kit, and he follows the vansairforce.net forum every day as a way to stay ahead of the game (and check up on how his friends are progressing) as well as a source to tap for answers to specific questions. He likes the Cleaveland Edge Rolling/Forming tool better than Avery's and the Vixen files work the best on aluminum.

His next step is to paint the fuse interior; he'd like that done before he goes any further with the systems being installed. He says there is some flexibility in the ordering of steps. For instance, he would have joined the cabin and tail-cone together already, if following the construction manual strictly, but his shop-space limitations have made it more practical to leave the joining for later. He expects to complete the fuse here, then clear it out before finishing the tail components.

His garage is the standard 19 foot depth and with just a couple more feet he could work the tail attachment, but not with the space available, nor is extending the garage depth, by adding a 'slide out' at the door an option.



Scott seemed to find a moment to swap a few words with most everyone that attended. We all enjoyed seeing his project.

Board Meeting Highlights

Your Chapter 105 Board

EAA Chapter 105, Board Meeting, 15oct09

Attending this evening, Len Kauffman, Ron Singh, Michelle Smith, Bruce Rose, Jerry VanGrunsven, Dick VanGrunsven, John Jessen, Jim Mitchell, Benton Holzwarth, Joe Miller, Rion Bourgeois, Dunstan Fandel, Ralph Schildknecht and Tom Louris.

- The meeting was called to order at 7:05 and first business, approval of the previous meetings minutes was covered with the application of one minor change from Ron Singh, earlier reported to Benton.

- The one action item carried forward from the previous meeting was Jenny's task to move the chapter checking account to a bank that would be more convenient for her. She and I (Benton, handling the breakfast deposits) agreed that Chase would work well for both of us but as far as I know, Jenny hasn't made the change yet. She wasn't at the meeting to speak for herself.

- This evening's key task was to prepare a proposed slate of club officers and directors for next year. This slate will be offered to the membership. We always hope the members will challenge us for the positions, but this system ensures there is at least one name on the ballot for each position. Elections will be held at the November meeting along with the pie auction.

The chapter bylaws require between 4 and 15 board members, of which a maximum of 12 are offered in the board's slate, leaving slots open for the membership to fill. Nominees must accept either before or at the election meeting.

Ralph Schildknecht has asked to not continue on the board next year. Also, Mike McGee is working out of town now, and attending meetings is problematic for him.

The chapter board proposes the following slate: The current officers have agreed to continue next year, if the membership re-elects us: Ron Singh, Pres; Bruce Rose, VP; Benton Holzwarth, Sec'y; and Jenny Hickman, Treas-

(Continued on page 8)

The Village Cafe at Pacific City— Remembering Good Times and Good Friends



Sandra Bes

Roy and I stood ankle-deep in grass area near the end of the Pacific City runway and watched the Debonair float down out of the light blue, morning sky. A slight crosswind off the ocean bounced the plane a little on its wings as it came in on final. A cool pleasant breeze was blowing in from the ocean, moderating the temperatures of the warm Willamette valley just to the east of the Coast Range. We walked towards the plane parking area as the Debonair touched down, following it as it taxied past a short row of houses and stopped near where we had parked Roy's Zenair Zodiac.

As the doors of the Debonair opened a spritely face, crowned with long, auburn hair peeked out smiling and waving at us. A man climbed out from the left side and walked around to take the woman's hand and help her from the plane. As she hopped out it was clear this was a gesture of affection more than an actual assist. She walked towards the back of the house we had parked near, waving her hands around at the ankle-deep grass that ran the entire length of the runway. "We just mowed all this last month, she frowned. "If we don't keep it mowed, it turns in to swamp in the winter."

The Pacific City airport sits in a low area near the ocean, and is protected by a low hill, or berm of sand. In the winter the runway is sometimes covered with water that pools in to a small lake. In summer the challenge is to keep the grass from taking over the taxi-ways leading to the runway. Pam and Rob Lusardi, Roy's long-time friends and flying companions, owned the property we were standing behind, so helped maintain the



airport. Pam turned her attention to Roy, greeting him with a friendly hug. Rob extended his hand to me, introducing himself, then Pam did the same. Both had friendly, open smiles that made me feel instantly at ease. Pam seemed a little shy, but I as I came to know her I found this was a cover for a keen intellect and unparalleled joie de vivre.

Pam asked if we were all ready for breakfast. We all nodded our heads eagerly and started walking back toward the end of the runway and the town of Pacific City. Our destination was the "The World's Biggest Chicken Fried Steak" place, so named because this declaration dwarfed the actual name of the restaurant on the sign in front. We had been there several times before we realized the name of the restaurant was really the "The Village Cafe". Our short, quarter mile trek to breakfast took us across the main road to the beach. This morning the road was lively with traffic - surfers and families headed out to enjoy a rare sunny day at the beach. We walked across a gravel lot and down the road past some little gift shops, arriving to find cars lined up in front, nearly blocking the large Chicken Fried Steak sign.

Like many family-owned establishments, the place has a run-down appearance, or casual and welcoming depending on how you look at it. I was in the middle of the din-



ing room as soon as I open the front door, and within three steps was at the kitchen entrance and small waitress station. The inside is tiny. It would feel cramped if it were not just like sitting in your grandma's kitchen. I was not a bit surprised to find all of the tables occupied. I let the waitress know how big of a table we needed by holding up four fingers. She acknowledged me with a wave, then bustled off to refill coffee mugs. I went back outside to join our little group, waiting on the side deck near unoccupied picnic tables. It was nice, but not quite warm enough to eat outside. While we waited for our table, the resident cats made a cautious appearance from around back. They were mostly wild, but to my surprise they greeted Pam's coaxing hand and whispers. The cats usually come to Roy, but this time he was snubbed in favor of a feminine hand. Another group of people arriving startled them and sent them scurrying back under the deck.

Several people emerging from the front door was our cue to go in. One of the waitresses, a grandmotherly - looking woman, motioned for us to take the table in the corner near the window. We squeezed in around the table, smiling at each other, delighted with our surroundings. The walls were decorated with dime store paper cutouts of daisies, peonies and bright yellow smiling suns, evoking the arrival of summer. They would be more appropriate as decorations for a backyard picnic, but they fit right in next to the printed vinyl tablecloths and little milk-glass vases of plastic flowers. A 50's style showcase of homemade doughnuts separated the dining room from the bustle of activity in the kitchen. Three generations were at work, the oldest being our hostess and the youngest was a lanky boy of about 14 who industriously busied tables and took dishes to the back

room for washing. A middle-aged woman, blond hair wrapped up in a loose knot on her head, was back in the kitchen frying up eggs. From their interaction, we guessed her mother was our hostess and waitress.

The menu was simple and straightforward featuring various combinations of pancakes, waffles, eggs, ham, bacon and sausage. Biscuits and gravy can be an entire

breakfast or a side-dish. Corned-beef hash, and a seafood omelet are added for something special. You can probably order breakfast almost any way you please here. A selection of favorite combinations is listed on the back of the menu, and labeled with the name of the regular customer who made it a favorite. The Seafood Omelet is truly good and Roy often orders this. You can bet the crab and shrimp is fresh in this self-professed "sleepy little town with a fishing problem."



Our waitress poured each of us a cup of coffee, set the pot on the table and took our orders. I relaxed back in my chair, my hands wrapped around the steaming mug. Roy and Rob launched in to an animated discussion of the latest in avionics, instrumentation and some of the finer details of flight instrumentation. Pam nodded her head listening with half an ear. She was also soaking up the rays coming in the window. Earlier that day Roy had told me Pam was also a pilot. She and Rob lived on a small private airport outside of Salem. I asked Pam if they had flown to Pacific City in her plane that morning. "No," she explained, "That was Rob's plane. Mine is out of commission right now." I learned they owned the grass strip they lived on, and airplanes were a basic form of transportation for them. They both shared Roy's enthusiasm for flying, but Pam's eyes lit up when I asked her about her horses. She was a pilot, avid motorcyclist, and scuba diver, but horses were her real passion. She talked about her horses with the same enthusiasm I feel when I talk about my sailboat.

As we eased into conversation, feeling quite comfortable and homey, the waitress elbowed in with our breakfast order. Roy's seafood omelet covered the plate. Fresh sliced tomatoes lined the side of the plate, the option he requested instead of hash browns. Two eggs, sunny side up and still sizzling, sat on Rob's plate, next to crisp slices of bacon, hash browns and toast. Pam and I both ordered pancakes. Two huge, fragrant cakes covering the plate had the mouth-watering smell of cinnamon and vanilla. There was a pause at the table as we unwrapped the silverware from paper napkins and prepared to dig in. Roy found the fork missing from his set of tableware.

He looked around to get the waitresses attention. She nodded at Roy acknowledging him, then went back to pouring coffee at a table across the room. When she was done, Roy got her attention again. She noted his wave, then turned back to the kitchen to pick up another order. She came to our table after dispatching waffles to a small table by the door. Roy asked if he could please have a fork, to which she replied, a bright twinkle in her eye and wry grin on her face, "What do you think is this, a restaurant? Forks are over there by the coffee." Then turned away from our surprised looks, snatched up a fork from a serving station and set it next to Roy with a chuckle. Just like being at Grandma's house!

Things got quiet around the table, as happens when the food is truly good. After a brief pause, Roy and Rob picked up again about airplanes while they shoveled eggs on to their forks with slices of toast. Pam and I both had a mouthful of pancakes and that was enough to occupy us for a few minutes.

The conversation ebbed and flowed while we demolished breakfast. Our plates were mostly bare when we all sat back, stuffed to the brim. We lingered over a little over coffee, but aware of others waiting outside for a table, and the day getting on, we paid the bill, thanked our Hostess and the Chef, then wandered back outside to the bright sunshine. Our pace back to the airport was much slower leaving than it had been coming. Pam showed a lively interest in my sailboat and we talked about the similarities between boats and planes. We found that we shared a mutual appreciation for having a passion that enriched our lives; something that came from our hearts and defined who and what we chose to be. We made a short side trip for Pam and Rob to give us a tour of their friend's house next to their property.

We rolled around the benefits and challenges of owning an airport property. We were all having a wonderful visit, but it was time for both of us to head home so Pam and Rob accompanied us back to Roy's airplane to bid us

a warm good-bye. As we lifted off, I saw Pam, her red hair bright against the blue sky, huge smile, waving as we took off.

The "Worlds Largest Chicken Fried Steak" aka "The Village Cafe" remains a favorite breakfast and lunch destination for Roy and I. We go there when time and weather conditions at the coast allow. We also enjoyed meeting with Pam and Rob for a meal or casual get-together when we could get our busy schedules to overlap. The last time I saw Pam was shortly after I moved to Seattle. When I confided to her that I was worried that Roy would be lonely in my absence, she shook her head, saying "Oh no, he'll be fine. He has a plane to build." then winked, her bright green eyes laughing. I understood immediately. What Pam meant, and made obvious to me in that moment, was the joy one finds in the pursuit of creating and doing things that come from our hearts, and the camaraderie, friendship and support network that so often extends from these endeavors. The flying community is rich with people who are willing to extend themselves beyond the boundaries of the ordinary, to challenge themselves and to live with passion. Part of the joy of building and flying is to share the experience with others who have the same passion. So, take a break from building your plane (seriously, we all know they are never really done) grab your sweetie, call up some friends and head out to Pacific City. Tell them Roy and Sandy and Pam and Rob sent you!!

Afternote:

I would never have met Pam were it not for flying and I'm forever grateful for her friendship. Some friends are for life, no matter how long or short that life may be. Pam died in an airplane accident along with Steve Fordyce on April 1, 2009. She flies now on Angel's Wings.

Pacific City airport (PFC) is in the center of Pacific City. It has a 1875' x30' runway, When landing to the south, there is a 300' displaced threshold. So, before flying in to PFC, you should be comfortable flying into an airport with a short narrow runway. Also note that PFC does not have lights which is a consideration for night departures or landings. See <http://www.airnav.com/airport/KPFC>. Pacific City has many places to dine that are easy walking distance from the airport.

(Continued from page 5)

urer. The chapter officers are automatically included as chapter board members, and Dick VanGrunsvan is traditionally included as Bogardus Liason.

For the remaining proposed director spots the board offers: Rion Bourgeois, Jerry VanGrunsvan, Len Kauffman, Joe Miller, Dunstan Fandel, Michelle Smith and John Jessen. This proposed slate was approved by the assembled directors.

Tom Louris, Jim Mitchell, Mike McGee and Ralph Schildknecht, directors in 2009, were left off the board's slate. Perhaps Tom and Jim will be nominated from the floor at the election meeting.

- Pie Auction: Our November meeting is also the meeting each year when we have our pie auction. The pie auction is always a lot of fun for everyone. Homemade pies and cakes always garner the highest bids so get your aprons on. Rion has agreed to be our auctioneer again. For the website and newsletter, we can copy the information from last year's November newsletter.

- Dick suggested we add something else, something 'light', to the November program, and suggested a viewing of Norm Durell's DVD production of the Bogardus Little Gee Bee restoration. Dick has already contacted Norm, and Norm has agreed.

- B-17 Aluminum Overcast visit: The deadline for applying to host the EAA's B-17 is coming up shortly, so Rion went ahead and submitted the paperwork. At tonight's meeting we discussed whether we want to be a host chapter again next year, and readily agreed that we do. It's a lot of fun and a good money-maker for the chapter, if the weather cooperates.

- Advertising: Ron asks about our policy on forwarding advertising material he receives. He says he receives requests frequently for things as odd as some folks in South Korea who'd like to survey our members regarding LSAs. There was some good discussion, particularly John's point that forwarding materials to the membership might imply that we've vetted it somehow.

There was general agreement that we like the chapter's website clear of ads; Benton is happy to carry small 'classified ad's in the newsletter, for av-related businesses that our members might reasonably visit, i.e. in

the valley or SW Washington. Benton is against charging for ads, to avoid the obligation it puts on us (him) to deliver the newsletter every month.

A related question is vendors who'd like to pass out information at our breakfasts. In the past we've let jewelry vendors set up a table, and more recently Ron has been approached by an insurance broker about passing out brochures at a breakfast. And there are the people, av-related and not, that put out brochures at the cashier table for breakfasters to pick up as they pass by. We'd decided at a previous board meeting that av-related materials were OK, but we ought to limit it to that.

- Policy book: The previous questions raised another question--are our policies collected anywhere, or just scattered across the minutes. The answer is the latter, and the suggestion was made that collecting our board decisions on the various topics in a single 'policy guide' would be a good idea. Everyone seemed to agree with the idea, and Rion added that Nat'l distributes a 'chapter handbook' every year that might be adaptable to our purpose.

Ron will add this topic to next month's agenda for further discussion.

- Generic e-addrs: We talked for a few minutes about changing the personal email addresses on the chapter website to 'generic' addresses, e.g. pres@eaa105.org. The pluses would be less spam sent to our private e-addrs and more importantly, forwarding can be set up to temporarily forward any address to another person, so, for instance, when Ron is unavailable, the prez@ address could be made to forward to VP Bruce, so chapter business doesn't need to stall while any given person is unavailable.

- Hangar Issues (Rion): John Cox believes the PC in the chapter's G-1 hangar should be adequate for flight-sim and flight planning, etc, if we can find some additional memory for it. John thought he might have some that would work. Rion will touch bases with John to see where he got to with it.

Ron has been researching his task from the previous meeting (obtaining a new digital projector). He came, armed with more questions. He has more experience with pro-grade systems, less with consumer-grade gear.

First question is, "What are our plans for the machine? Project PowerPoints? Show HD movies?" Ans: Movies, yes, but 720p would be adequate. \$800 was allocated last month, and Ron's experience was that a machine could be found within that budget, but what we might sacrifice would be a wider variety of inputs or a name-brand. Ron thought with just a little more headroom, he'd have more choices in his shopping. Rion moved we bump up the authorization to \$1000 and that was quickly approved.

Tom offered that he has a set of speakers he'll contribute to the setup (so Ron doesn't need to include that in his shopping) and Rion has donated a screen 6'x8'(?).

Round Table:

- Len: We're still having PCC students join us to help with the breakfasts, from month to month. He still has lots of trouble getting people to respond when their name comes up in the rotation. Just responding that you won't be able to make it early is less of a problem than dragging out an answer as late as possible. Also, Len asks that folks check for the 'Help Needed' shingle and respond if we have no-show(s). He's continuing to tweak the instruction-cards. Continuing the 'money handling processes' thread from a couple months back, Benton had RichardS count the till before he cut him loose, so we had one independent verification of at least a minimum tally of the breakfast take.

Ron will add a note to the new member greeting email, that informs folks that one duty, if possible, is to help with the breakfasts.

- Joe: Joe reports that Laird Smith is home from the hospital now and doing well. He's lost a lot of weight, but is getting his appetite and energy back following a car accident and long stay in the hospital.

- Dunstan: Dunstan reports one of the folks from Oregon Aero was interested in making a presentation at a meeting. It was suggested that perhaps they could host a meeting out at their Scappoose airport facility and give us all a tour. Dunstan will get back to them with that idea.

- John (webmaster): John missed last month's meeting but saw that we'd decided to not pursue e-payments to the chapter via our website. John invites everyone to

take a look at the chapter website and make any suggestions or comments. He also notes that he needs to get the chapter contact-list updated on the website. (Benton suggests the version in the NL is about up to date.)

Another new feature going onto the website is scanned copies of our chapter's early documents--incorporation papers, etc.

- Bruce: One question only--when will we set a date for the all-day planning session, in January. Ron asks if we'd like to meet out somewhere (Pearson?) rather than at someone's house this time.

- Ron: Ron says he won't be able to attend either of the upcoming November general meeting (our Election and Pie Auction,) nor board meeting dates. Bruce will organize the board meeting.

Ron has an idea to make up a new Young Eagles poster. The current one has photos of several YEs, and while the flights were special to those involved, the poster itself is not that interesting to new YEs. Ron has some ideas to make up something a little jazzier. No funds were approved, but costs should be minimal and not difficult for the chapter to reimburse.

With that, the meeting was adjourned at 8:55.

Airstrip Lot, Shop & Stinson Project For Sale — 1/3 of

LLC holding WA-78 near Washougal, WA. 5 acres w/ mfg'd home + 40x40 hangar and 40x20 shop filled w/ machine and aircraft tools. Property is adjacent to 1600x150' grass strip. \$285k for Mt. Hood view property.



Stinson project — 1946 Stinson 108 project complete w/ all parts, inc'l Franklin engine—\$8k. Machine/engine shop tools—\$12k.

Property is listed for Gene Hamilton, well known in the ranks of local pilots, especially those with Franklin engines, as he is one of the rare mechanics for those.

Contact Jan Boldt 360-798-7406 or hilltopairstrip@gmail.com for more info. [02/10]

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!

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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 you find a complete index to the previous year's articles. —Ed.

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 / Ssafety 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 FFAST Safety Team) Risk Management: Consider the Unique Risks Faced for Each Flight
- Oregonian / Obit: Bob Stricland

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

October '09

- Bob Duncan (Photos: Bob Duncan, Shannon Miller, & Susan & John Mates) / 2009 EAA Chapter 105 Poker Run
- Susan Mates / I Am One Lucky Lady!
- Bruce Rose / 2009 Northwest Art and Air Festival and OPA Annual Meeting
- Bob Duncan / Joe Marin and Tom Sampson's RV-7

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- 1" x 3" custom printed nametag
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Membership Registration / Renewal Form EAA Chapter 105 — www.eaa105.org

Send to: Benton Holzwarth
9240 SW Millen Dr.
Tigard, OR 97224

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

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

New Renewal

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

Name: _____

Renewing multiple years: ____yrs, ____ \$total

Address: _____

City/St/Zip: _____

Nat'l EAA #: _____

Home Ph: _____

Own / Fly: _____

Work Ph: _____

Current Project: _____

Cell Ph: _____

Completed Projects: _____

E-Mail: _____

Comments: _____

Spouse's Name: _____



"I always think of the passengers as eggs."

"Sometimes our radar indicates a little rough air ahead. You know, the kind where you bounce a little. It has no effect on my control of the aircraft, but I'll still request clearance to get over it. Even if it means losing some time.

Why?
When I started with American, 15 years ago, my first instructor told me something. He said, 'Always think of the passengers as thin-shelled eggs sitting back there on the floor. And your job is to get them from point A to point B without putting the finest crack in one of them.' I still take each bounce personally."

Captain Cliff Schmidt is the kind of man who makes the best pilot because he's a concerned man. He does more than just his job. That's the American Way.

Fly the American Way. American Airlines

Next General Meeting

VAF-Home Wing / Chapter 105

- Thursday Nov 12th—7:00 PM
- Twin Oaks Hangar G-1
- Chapter Elections & Pie Auction
- Map on pg. 3

Next Board of Directors Meeting

- Thursday Nov 19th—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

PORTLAND OREGON

EAA 105

Volume 49/Number 11/November 2009