



December 2009



PORTLAND OREGON



Donation needed for chapter hangar:
Industrial shelving. Contact Neil
Arney if you can help. 503-639-1263

Loose Bits

In This Issue

Next Meet: Holiday Party at the Hickman's.....	3
Chapter Election Results	4
Vans Airforce 37 Ship Formation at OSH.....	4
Leading the Effort	7
TnT: Flagging Squawks	5
Board Meeting Highlights.....	7
Buy / Sell / Trade	9
2008-09 Feature Article Index.....	10
Name Tag Order Form.....	10
Contact! / TCs+FAs+FIIs / Renewal Form.....	11

Breakfast KP Duty

Saturday, December 5th, 2009

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Ron Singh	Bill Drake
Michelle Smith	Carl Dugger
Robin Wessel	Steve Ebmeyer
Steve Callaway	John Flood
Andrey Cheremnov	Pete Forsyth
John Cox	Warren Fraim
Brian Doyle	Roy Glass
Bob Eurick	Joe Lutz-PCC
Dale Fillmore	Tyson Massey—PCC
Susan Fillmore	Amber Hager—AvEnth
Jon Crew—Cashier	Tyler Johnson—PCC

Saturday, January 2nd, 2010

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Mark Cattell	Bill DeLacey
Don Dykstra	Brian Freeman
Ray Fogg	Jon Friedemann
Zane Gard	Dennis Fuhrman
Glenn Giere	Bill Fulgham
Pat Hammell	Richard Graves
James Hand	Randy Griffin
Dan Harris	Dick Guarnero
Tom Hart	Woody Hall
Allen Hawkins	Greg Halverson
Bruce Eicher —Cashier	Chuck Hess

Teen Flight Project

I've been calling this the Airway Science for Kids project, but I gather it's associated with the Airway Science group but a little separate. See the blog at <http://www.teenflight.blogspot.com/>

Stan VanGrunsven reported that a sufficient number of 'mentor's had signed up for the Teen-Flight project, constructing an RV-12 at the Van's Aircraft shop in Aurora. He added that a few additional adults would be welcome, to help 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.

Chapter Breakfast Duty

When called upon to serve at the chapter breakfast, please make the effort to help us out. The breakfasts are one of the major money-makers for the chapter, helping pay for many of the benefits we all enjoy. If the shift you're penciled in for is not convenient, you can work with Len (number at the left) to schedule a better day/hour, but please heed the call when the chapter needs you.



Pie Auction Results: This year's replay of the annual pie auction moved 29 items to new homes with the highest ratio of 'home-built's in recent memory and netted \$612 for the chapter.

Top bid went to Dick VanGrunsven's 'Trained Blackberries Pie' at \$38! It isn't clear what he trained 'em to do.

Next Meetings

- **Dec 11th Friday** — Next meeting is our annual Holiday party, at the Hickman's home in Canby **6:00 PM**
- **Dec 17th** — Likely NO Board meeting in Dec.
- **Dec 19th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

Radomir Zaric captured the record-setting formation of 37 RVs overhead at OSH 2009. See participant Joe Blank's story of the event, starting on pg. 4.

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

Meeting Coordinator:

Dunstan Fandel

dunstan.fandel@sun.com

503-614-9737 (H)



Program: Our Annual Holiday Party at Casa Hickman, Dietz Airpark

Location: 24172 S. Skylane Dr., Canby

Date/Time: Friday, Dec 11th @ 6:00 PM

December is Our Annual Holiday Party

...and Rob and Jenny Hickman have graciously offered to host it once again, in their beautiful home on Dietz Airpark in Canby.

As in previous years, this is more of a social event than our usual, project-oriented meetings, and will include award presentations and much merrymaking. The chapter will not be providing spirits however, so be sure to bring a bottle if you desire.

And if you just can't stand not seeing an airplane, you can walk over to their huge, attached hangar and check out Rob's stable of aircraft, and of course all his cool Advanced Flight Systems gear.

Directions

Driving—Take I-5 to Aurora exit to 99E to Canby. When

you get to Canby turn right on Ivy. Go three blocks to the first left turn which is Township. Go east on Township, out of town past the graveyard to a 4 way stop. Go straight through the 4 way stop, and 1.2 miles further on you'll see a low brick wall with mailboxes and the name Dietz Airpark. Turn right onto the road/taxiway which is Skylane Dr.

Flying—Not recommended for this gig. It'll be well after dark by the time we start and Dietz has reflectors but no lighting. There are trees at the south end and if you're not familiar with where they are... well, 'nuff said.

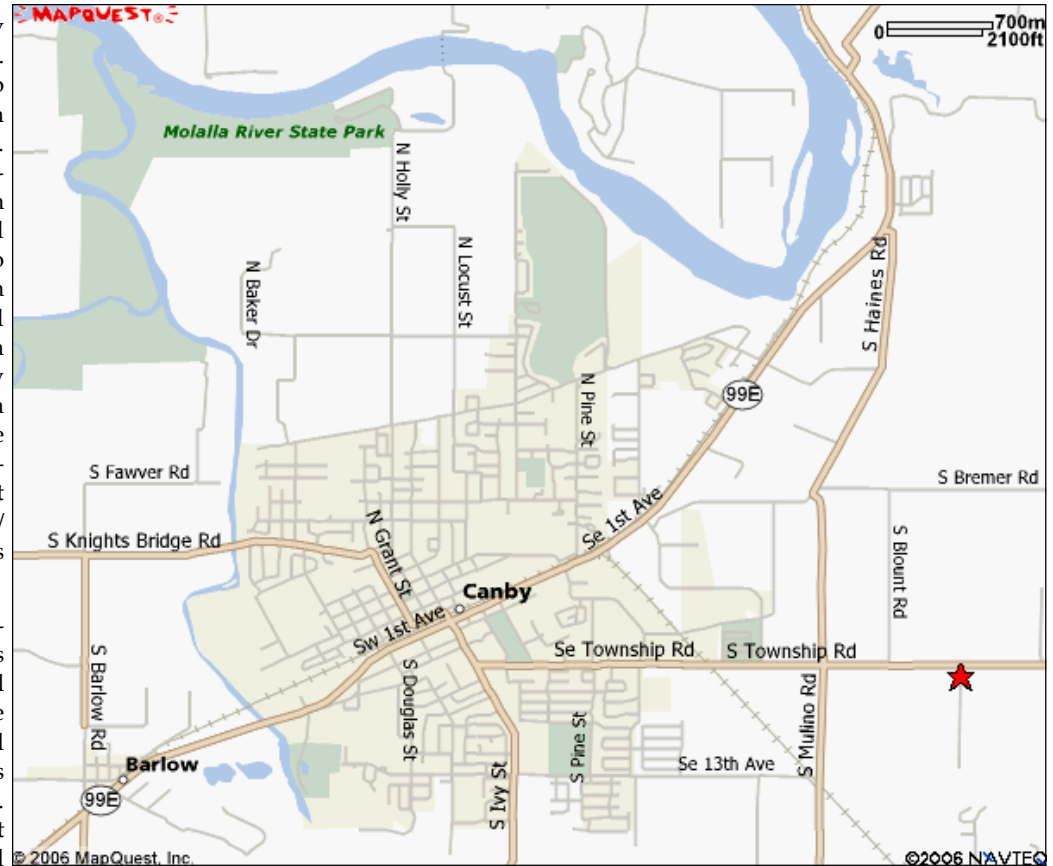
Meeting ideas and sites are always needed. Interested in hosting a meeting? Contact the Meeting Coordinator.

Future Meetings

- Jan—Steve Rosenstock's KR-2S project
- Feb—TechShop Bvtn (possibly)
<http://www.portlandtechshop.com>
- Mar—OregonAero on Scappoose airport

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.

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 appreciate hearing from you. dunstan.fandel@sun.com or 503-614-9737 (h).

Chapter Election Results

1. A regularly scheduled meeting of EAA Chapter 105 was held at Twin Oaks Airpark on November 12, 2009.
2. Norm Durrell made a video presentation of the chapter's restoration of George Bogardus' Little Gee Bee.
3. The annual election was conducted. The following members were elected to the board of directors for 2010: Ron Singh, Bruce Rose, Jenny Hickman, Benton Holzwarth, Joe Miller, Len Kauffman, Dunstan Fandel, Michelle Smith, Dick Van Grunsven, Jerry Van Grunsven, J. Rion Bourgeois, John Jessen, Roy Thoma, Ron Poe, and Bob Duncan.
4. The members elected the following officers for 2010: Ron Singh for president, Bruce Rose for vice-president, Benton Holzwarth for secretary, and Jenny Hickman for treasurer.
5. A pie auction was conducted following the election, with Rion Bourgeois acting as auctioneer and Michelle Smith and Jenny Hickman as auctioneer's assistants.

Benton Holzwarth, Secretary



Replaying photos from the '09 NW RV Fly-In.

VANS AIRFORCE 37 SHIP FORMATION AT OSH

Joe Blank



Two years ago, July of 2007, I became involved with the Vans Airforce Formation Team at the annual KSQI (Sterling-Rock Springs) Clinic and the subsequent 35 ship formation world record performance at EAA Airventure in Oshkosh. This group of formation flyers consisted of pilots, both male and female, from points spread across the U.S, flying RV-4, 6, 6A, 7, 7A, 8, and 8A aircraft.

This year, another attempt on the world record was being organized, and would involve much the same format and pilots as it did in the past 2007 formation. The large formations, under the direction of formation guru Stu McCurdy, are briefed and flown using FFI procedures.

What is FFI, you ask? Formed by RV-3 and RV-8 builder Stu McCurdy, Formation Flight Inc. (FFI) is an FAA recognized organization that trains and qualifies pilots to fly close formation in waived airspace. The mission of the FFI Formation Standards and Proficiency Program is to provide standards for formation training and flying, a system for proficiency evaluation, and a method for

monitoring currency. The program is for use by all the various types of non-warbird aircraft whether in a similar or dissimilar aircraft formation, as long as performance and visibility are judged sufficiently similar for safe formation flight.

Friday's schedule was to have an 'All Pilots' brief at 15:30. This involved reviewing the schedule for the next 2 days, initial briefing of the 37 ship formation, and then on to the hotel for check in and rendezvous later in the bar for... uh, more briefing and dinner.

While at dinner, a severe thunderstorm rolled in from the northwest, and hammered the local area with strong winds, torrential rain, and continuous lightening. The National Weather Service also issued a tornado watch for the local area. But it took our fearless van driver, SQI/OSH Clinic Assistant, and RV 4/8 builder, Axel Alvarez, to get us back across the quickly flooding street to our hotel using the crew van. We all piled in, soaking wet, for the less than 1 block ride across the street. One would have been quite drenched if they had attempted it on foot. Fortunately, some of us had elected to hanger our RV's in the T-hangers that the FBO had available, in doing so, I was fortunately spared the apprehension, knowing that my RV-6 was safe and sound and not being hailed on or blown about the ramp area.

Saturday cleared with excellent visibilities and moderate temperatures. Initial flight brief and assignments were done at 08:00. The first hop was a 4-ship flight warm up flight consisting of the same pilots/aircraft that we were assigned to for the large formation. My 4-ship flight was 'Hotel Flight' which consisted of Gary 'Condor' Sobek (Lead), Trish 'Schoolmom' Russell (#2), myself (#3), and Dave 'Hog' Klages (#4). Hog's backseater (all the way from California) was Axel Alvarez, who photographically documented the event during the weekend from that unique vantage point. As in the 35 ship formation, some very interesting camera angles resulted from having a really good photographer located within the formation itself.



Post lunch, we were scheduled for the 37 Ship briefing and practice. The formation would consist of 36 RV's and 1 Rocket. As in 2 years previous, this still appeared challenging and I wondered how we would join up and negotiate this many aircraft around the sky in tight formation. There were a few new faces at this clinic, but many were the same returnees from the previous 35 Ship World Record formations. Fortunately, better minds than mine had thoroughly thought this through. We briefed a set of 5 formations that we would be performing on sequential passes over show center. In order: the Diamond Cross, the Diamonds In Trail, Arrow, Cluster,

and Diamond of Diamonds. The critical skill set for this type of flying had a lot to do with the performance of the individual flight element leads as well as the wingmen. Even more critical was the skill and timing of the 3 Diamond Leads, Stu 'Falcon' McCurdy, Mike 'Kahuna' Stewart, and Dan 'Sharpie' Checkoway. The goal was to put the 3 formations of aircraft over the top of show center at the exact same instant, on different headings, and only separated by 200' increments. Not as easy as you might think....

KSQI - Sunday 13:00 CDT: With all of the briefing, practice, and debriefing behind us, and heavy with fuel, baggage, and passengers, the mass formation flight departed KSQI and headed up to KOSH. The flight itself was enjoyable as the (2) 16-ship and (1) 4-ship formations, configured in loose 'Route' formation, kept themselves within visual range of each other for the trip. After climbing on top of a scattered cloud layer, the ride smoothed out and visibilities were excellent, but a persistent headwind presented itself out of the NW. We passed several slower aircraft along the way, who were also probably heading for Airventure. I wonder what their reactions were as they saw this large mass of aircraft passing distantly off to their side and disappearing into the horizon in front of them... Along the way, we picked up the 37th member of the formation who joined on the 4-ship diamond. We were now a complete flight and ready for our planned Airventure arrival pass over Aeroshell Square and part of the commemoration ceremony of the new MainGate/Arch at precisely 13:05.

Unbeknownst to the crowd, and just seconds after Tom Poberezny's introduction, a formation of 37 RVs flew over the main gate. Dave 'Hog' Klages, an architect by trade and visionary behind the Main Gate design, was a part of the formation and arrived at Oshkosh in a symbolic way over his completed design. How cool was that!

KOSH - Airventure - Tuesday 11:30 am CDT: Startup was done on a briefed time hack. It was an amazing sound to go from dead silence to the roar of 37 running aircraft in about 15 seconds. Radio 'Check In's' were completed, and went very well considering the number of aircraft involved. Taxi out in trail, then to staggered taxi, then back to trail for the run-up. The entire flight was then positioned on the runway in 4-ship fingertip

elements for launch. Takeoff and join up was done if Fingertip, with the #4's dropping into slot position right after takeoff. The later elements further back in the flight, launched and had to claw their way through a bit of a crosswind and turbulence from the preceding flights in front of them. Not uncommon for OSH and large scale formation conditions. A 150' wide runway, well-qualified pilots, and a great deal of precision are needed to perform this type of departure. After all flights were launched, the last flight aloft, 'India Flight', reported 'Airborne' so that the Flight Leads could commence the join-up sequence. 'Route' formation/Ops check (which allows pilots time to configure their aircraft for flight, check pressures and temps, set mixtures, freqs., etc) were quickly completed while still in 4 ship Diamonds. Once everyone was satisfied with how their aircraft was leaned, trimmed, and checked, Falcon called for the re-join into the 2 - 16 ship and 5- ship diamond formations in preparation for the 'Cross' over the airshow center. Smoke calls were handled by Roy 'Jarhead' Geer for the entire flight.

The two 16 ship diamond flights as well as a 3rd smaller 5 ship diamond were flown in a coordinated cross, with about 200' vertical spacing between each element, directly over the Airventure venue. If you were located in any of the lower elements, it was difficult to NOT watch the other flight coming through your field of view on an intersecting path. If you watched, you found yourself either mesmerized by the sight and flying loose or slowly ducking down into your seat as they went by overhead. Timing of the Diamond Cross was critical and determined by the 16 and 5 ship flight leads (Falcon, Kahuna, and Sharpie) with GPS time to target calls. Following the 'Cross', the pattern flown was a large figure '8' with the middle of the '8' over show center.

The next formation was to pin the 16-16-5 ship diamond formations together for the 'In Trail Diamond' pass. With both flights flying opposite orbit patterns from the Diamond Cross pass, timing for the large radius turn for the rejoin was again critical. Winds aloft, traffic, rates of turn were all issues that the Leads needed to calculate into the equation. The best analogy I can think of is that it was about like trying to dock 2 - 150 mph ocean liners in space! The formations weren't about to turn on a dime. All of the Leads skills really showed here especially Kahuna. He was VERY smooth and nailed the

Tips 'n Techniques

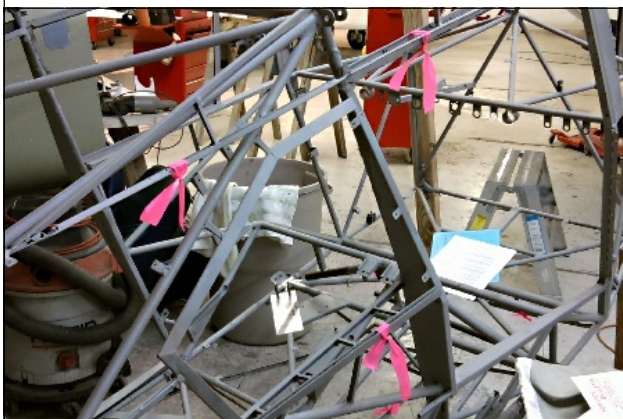
Benton Holzwarth

So you're in the middle of a procedure and notice something else that needs to be attended to. Do you:

- stop what you're doing to take care of it?
- find a pencil and paper to make a note for yourself?
- continue with the original task and trust you'll remember later when you've finished?

How about—

- flag it with a strip of bright tape. Takes only a second if you have the tape in your toolbox, a minimal distraction from the task at hand, but is something you'll catch at your next preflight at the latest. Here, spots needing further attention are flagged on my Tri-Pacer frame.



2nd Diamond on to the 1st, both in practice and at OSH.

Now that all aircraft are together on the same heading, same speed, and roughly the same piece of sky, the back 16 reconfigured to build the 'Arrow' formation. The transitions were again done as 4 ship Diamond elements, in specifically sequenced moves, to ease the traffic. Each element moved in concert as briefed to make the safe transitions. About the time the Arrow was completed, we were crossing airshow center. "Smoke on-Ready Now... Smoke off"...

A little bit larger radius turn was used as the formations became more complex and had a wider span to ease the speed issues on the wingtips. The outboard wingtip aircraft had to use wide open/full throttle in the turns to keep up, while the inboard aircraft had a more leisurely power setting. As the formation banked, the aircraft on the wingtips also had a considerable altitude change (up on the outside and down on the inside) since the entire formation was flown using 'finger-tip' turn orientation and 'banking'.

The next formation was to reconfigure to the 'Cluster' formation, again with 4-ship diamond movement. This formation proved to be more challenging than the previous one for the separate aft 4-5-4 ship elements positioned behind the Cluster 'wing' section. The movement of aircraft flying in turbulence in front made it more difficult to maintain proper position for the aircraft behind, especially in the turns. Without the added perspective of normal position reference lines, the Leads of the 4-5-4 elements resorted to a 'Step Down' orientation with normal 'In Trail' spacing but an additional 3-5 feet lower than normal. This removed most of the 'Lash' effect caused by turbulence and maneuvering. Once we rolled out of the turn back inbound for the Airventure pass, the formation was dressed up just in time for "Smoke on-Ready Now... Smoke off"...

Now outbound, after making the 'Cluster' pass we enter another large radius turn while reconfiguring to the large 'Diamond' formation. The large 'Diamond' was the most spectacular of all of the formations. From the aft portion of the Diamond, the cockpit sight picture consisted of a sea of aircraft tails! It looked especially big, especially if locked inside of the formation. Not an ideal place if you are claustrophobic, but definitely an epic

location if you are a experienced formation pilot. We definitely wanted this to look good for the folks on the ground, especially "Herman and Mabel".

Falcon explained it like this: "Herman and Mabel are fictional airshow fans that have allegedly traveled from far and away to see Airventure. This is a once in a lifetime trip for them. Of course, they have come armed with a camera and want to capture all of the sights of the airshow performances for posterity. Our mission, was to ensure that Herman and Mabel left with that dead perfect shot of our performance, and not one, in which a few years from now, a grandchild might ask, "Why is that one airplane so far away from the others?"...

I could sense that all of the other 37 ship pilots collectively recalled this, as the spacing in the Diamond of Diamonds tightened up. As we rolled out of the turn inbound for our last pass of the performance, we were darn near perfect. "Smoke on-Ready Now... Smoke off"...

The last pass was made and we turned outbound over Lake Winnebago to break up the flight. Breaking up the formation began with each flight, starting with 'India', at the rear center of the Diamond, dropping back and drifting to the outside of the slow turn we had developed. Once traffic was no longer an issue the call "India Clear" was made. Each subsequent 4-ship diamond cleared in much the same way, until we a flight of 9 in trail 4-ship diamond formations.

Large formations, especially when they are building or breaking up, need a lot of room to maneuver, although it only took roughly about a 5-mile radius 270-degree turn to break up the flight. Recovery back to KOSH was accomplished using standard FFI arrival practices with each 4-ship flight reconfiguring to Fingertip then into Echelon, and positioning for the overhead approach into the pattern for runway 36L.

The overhead arrival is simply the fastest way to expedite any formation of aircraft from cruise speeds to landing. Within a few minutes the entire Vans Airforce Flight of 37 was on the ground, taxiing towards parking. Shut down when you hit the chocks. Exhale, pour yourself from your plane for the debrief.

If you saw a crowd of about 40 people standing around

37 Ship Formation Participants

A1:Stu McCurdy	Falcon	RV-8	Falcon Flight
A2:Bill Gunn	Gunnbody	RV-4	Falcon Flight
A3:Tom Jett	Woody	RV-7A	Falcon Flight
A4:Roy Geer	Jarhead	RV-6	Falcon Flight
B1:Lowell LeMay	Pfantom	RV-7	Falcon Flight
B2:Glen Miller	Dogg	RV-8	Cincy River Rats
B3:Deven Felix	Fish	RV-4	Falcon Flight
B4:Pat Tuckey	Glider	RV-8	Falcon Flight
C1:Greg Reese	Greese	RV-8	Cincy River Rats
C2:Bud Newhouse	Joker	RV-8	Cincy River Rats
C3:Jon Thocker	Mutha	RV-8	Cincy River Rats
C4:Ron Gielegem	Giggles	RV-8	Cincy River Rats
D1:Scott Farnar	Debris	RV-7A	West Coast Ravens
D2:Brad Peacock	Wingnut	RV-4	West Coast Ravens
D3:Tim Cone	Slick	RV-8	West Coast Ravens
D4:Jim Percy	JP	RV-7A	West Coast Ravens
E1:Mike Stewart	Kahuna	RV-8	Team RV
E2:Tom Dubrouillet	Dubes	RV-8	Team RV
E3:Tad Sargent	Stripes	RV-7A	Team RV
E4:Len Leggette	Leggs	RV-8A	Team RV
F1:Bob Goodman	Subob	RV-4	Team RV
F2:Bill Crothers	Red	RV-8	Team RV
F3:Danny Kight	Speedy	RV-6	Team RV
F4:Charlie Plunkett	Bones	RV-8	Team RV
G1:Ron Schreck	Smokey	RV-8	Team RV
G2:Jon Berndsen	Reno	RV-7	Team RV
G3:Ken Harrill	Lurch	RV-6	Team RV
G4:Jerry Morris	Widget	RV-8	Team RV
H1:Gary Sobek	Condor	RV-6	West Coast Ravens
H2:Trish Russell	Schoolmom	RV-6A	West Coast Ravens
H3:Joe Blank	Shade	RV-6	West Coast Ravens
H4:Dave Klages	Hog	RV-8	West Coast Ravens
I1: Dan Checkoway	Sharpie	RV-7	West Coast Ravens & Cincy River Rats
I2: Greg Vouga	— —	RV-7A	Team RV
I3: Gregg Wilson	Wizz	RV-4	Cincy River Rats
I4: James Clark	Chatterbox	RV-6	Team RV
I5: Mark Frederick	Rocket	F-1Rocket	Falcon Flight
Chase 1: Bill Turner	Pappy	RV-8	Hawks
Chase 2: Larry Dagley	Bones	RV-8	Hawks
Chase 3: Don Pfeiffer	Taco	RV-8	Hawks

in day glow yellow shirts waving their arms and making airplane hand motions, that was probably the Vans Airforce Formation Team! Nice work!

Leading the effort

Stu McCurdy

35 & 37 Ship Formation Organizer & Flight Lead

My input from the Flight Lead perspective: This was the 10th anniversary of FFI, so I had to do something special...Break our old Guinness World Record!! What makes this all possible is the establishment of standards used by all the various RV formation groups around the country. FFI established the evaluation criteria and the RV Supplement to the T-34 Formation Flight Manual established the procedural standards by which all RV formation pilots fly. With those in place it assures that groups from around the country can come together, as we did at SQI, conduct a couple practices, and perform well.

The scheduling started about three months in advance by creating the Yahoo website for pilot signups and information distribution, and starting the coordination with the SQI FBO, motels, restaurant, and van point of contacts. Also coordination began with FAA for the LOA and arrival slots and with EAA for parking and airspace times. And finally I drew up the formation se-

quence plan and assigned pilot faces against spaces.

With all the scheduling and coordination done, it then came down to awaiting pilot arrivals and counting noses at SQI to ensure the numbers are right and adjusting the plan as necessary. Then the continuous monitoring of maintenance status of the planes and fixing what needs to be fixed. That turned into a TEAM EFFORT of expertise and parts availability. We had two significant problems at SQI and each was solved by teamwork and parts brought in onboard or at the parts store.

Then pilot proficiency becomes an issue as the practice sessions kick in. As requested, most pilots had practiced beforehand and were ready for the challenge, and all pilots got better as practices continued and expectations turned into understandings. After three practices, the Van's Air Force TEAM was ready to perform in a 37-ship at AirVenture09.

Departure from SQI to OSH was on time to make the 1305 scheduled Flyover of the new Main Gate Dedication. With a little less headwind than expected a few S turns solved the timing as GPS ETA was monitored against the clock and a successful flyover occurred nearly on the exact time. A little last minute turbulence caused a small formation spacing problem.

The prior coordination with OSH Tower and RV Parking worked perfectly and the Van's Air Force Formation

Team slid into their pre-arranged parking spaces like clockwork. Then coordination with RV Parking, Ground Controllers, and with Tower allowed taxi, takeoff, and overhead time to go with no glitches as well as return for arrival and overhead patterns. Even the weather cooperated this year.

So, through planning, coordination, and excellent execution, Van's Air Force Formation Team conducted another assault on another Guinness World Record.

The primary factor in this successful 37-ship formation execution was the cooperative attitudes of all involved to make this what it was. Congratulations to all.



Board Meeting Highlights

EAA Chapter 105 Board Meeting, 19nov09

Attending this evening: Len Kauffman, Rion Bourgeois, Bruce Rose, Jenny Hickman, Ron Poe, Roy Thoma, Jim Mitchell, Michelle Smith & 'Maverick,' and Benton Holzwarth.

- First order of business was consideration of the October meeting minutes. The minutes were circulated ahead of the meeting and were adopted without further correction or discussion.

Next business was to recap last month's action items:

- The bank for the chapter's checking account hasn't yet been changed. Jenny will take care of this at her convenience. It's not her highest priority. [And this is being done for the convenience of Jenny and Benton, so we're the ones affected. Benton.]

- John Cox previously offered to look into upgrading our hangar PC with some parts he has, as he has the same model. No word yet on whether that has happened or was successful, as John wasn't at tonight's meeting. [Follow-up info: One PC is running XP, and has 0.5 Gb of RAM; a second PC was donated by Don Wentz, has 1 Gb RAM, but is running a temp copy of Win-7, so needs an OS.]

- I (Benton) was reminded that I had said I'd add a note to the chapter newsletter reminding folks that their help with the monthly pancake breakfasts is important to the chapter. I missed in November, but have it in my notes to hit in December.

- Dunstan has been trying to get in touch with the Oregon Aero folks about holding a meeting at their facility on Scappoose airport. [News following the board meeting is that they're offering to host in March.]

- On the subject of meetings, Bruce suggests a tour of TechShop in Beaverton. TechShop operates on a monthly membership scheme for access to their machine tools and classes. Bruce will contact them to see if they'd be interested in hosting a tour for us.

- The chapter website includes some information on Twin Oaks Airpark. In particular details like the customary traffic patterns flown and similar details. There

was some concern expressed regarding our posting of 'pilot' information and issues around keeping our listing current and dispensing said information. Suggestion was made that rather than provide specific procedures, that we merely point to other sources, e.g. TwinOaks' site and AirNav.

- Latest meeting sched:
 - Dec Holiday party at the Hickman's in Canby
 - Jan Steve Rosenstock's KR-2S
- Policy Manual
 - Ron sent out a link to EAA's 'Official Chapter/Squadron Manual' to the board members.
- Other possible topics of a guide (suggestions from the floor)
 - Prop balancer
 - Conflict of interest
 - Hangar use
 - General tools
 - Hospitality rule, we make coffee for chapter-hangar functions
 - Ron and Michelle are planning to create a new YE poster, but now that the season is over, the immediate pressure is off. Expect this to see light before next YE flying season.
 - Ron is still investigating computer-projectors for the chapter

New business:

- No issues with the just completed elections.
- The Holiday party (Dec meeting) will be at the Hickman's home in Canby, on Dec 11 at 6:00.
- The chapter netted \$612 on 29 items. About 35 people attended.
- Michelle notes that when we have chapter events in G-1, e.g. the pie auction, we need to make sure to have coffee made, and maybe some cookies or something. Roy jumps in to say we did have coffee at the Nov meeting. He'd been dispatched up to the main hangar to

fetch a can of coffee from the breakfast operation stocks.

- The suggestion to issue 'position'@eaa105.org e-addr to chapter officers and staff was renewed, but there was no further discussion.

Director round-table:

- Bruce: Bruce asks about using the chapter email list to send out occasional emails on av-related topics. Benton offers that one reason we're able to use the email to announce newsletter, for instance, is because we carefully do not abuse the email privilege. His counter-offer was to work up an second opt-out list for folks that would like to decline general announcements.

Following up on that, RonP asked how we keep our site from getting hijacked. He said the soaring club had to finally give up their site and switch to a yahoo-group (google-group?) because theirs kept getting taken over. The answer is that it just hasn't been a problem (yet.)

- Rion: Noting a bit in the current SportAv about a midwest chapter attending their local airport appreciation day, suggests we bolster our recruiting efforts at opportunities like the OIA-HIO (Hillsboro Airshow.) Michelle chimes in that the combined chapter + nat'l free six-month memberships would be a great attraction. Rion added an idea to bring a project to park next to the chapter canopy next time.

I (Benton) also added that I'd previously taken on the task of updating Ron's tri-fold chapter brochure, but hadn't completed it yet. I'll try to get that done for this next season.

RonP suggests bringing over the RV-12 going together at Van's with the Teen-Flight crew. Maybe a 'Penguin' (one of Marting Koxxy's airplane motion-simulators.) Maybe tie in at other shows as well, like the annual Albany show?

- Len: Asks for help to minimize typing errors as he re-types addr into his breakfast duty prospectives. There was a little discussion around understanding the underlying problem and potential solutions.

A couple folks offered suggestions and with some follow-up it seems like a problem that ought to be solvable.

- Roy: Noted that the email announcing the newsletter

availability went out before it was actually posted. Benton apologized, acknowledging that there are three of us involved in getting everything ready and we're not always completely in sync.

- Michelle: Attended a recent Teen-Flight session building the RV-12 out at Van's Aircraft in Aurora. She says, "It's really moving. The kids are doing a great job!" She hadn't seen the pneumatic rivet pullers before and was impressed with them.

Asked about the end-of-season YE Pilot appreciation barbecue, she said it didn't come together this year. Everyone just had too much going on already. They plan to continue the party next year.

- Benton: Only noted that he'd picked up a couple action items for the next newsletter.
- Jim: Has completed work on a magazine case with locking doors, to hold some of the chapter's older magazines and collectables in the G-1 hangar.
- Roy: has the 'busted prop' award, bestowed at last year's holiday party. He'd like to pass it on.

Roy also asks if we customarily have a treasurer's report. The answer is no, not a formal one at the board meetings. Jenny piped up with a quick synopsis of the numbers from memory. We deep-dive into the financial end of the business at the all-day planning session in January.

There was a suggestion to share the financial status verbally at the chapter general meetings, to support 'transparency' while avoiding putting the numbers in print, a habit we got into when the chapter's assets were larger than they are today.

- RonP: Hank Bullock's Auster has been accepted for loan to the Evergreen Museum at McMinnville. Ron suggests if we can get a little advance notice of the move-date, it'd be great if some folks could turn out for the arrival, and take pictures. The plan was to move it from Twin Oaks to MMV on the first available good-weather day.

He also said Capt. 'Sully' Sullenburger will be the Rose Parade Grand Marshall this year and asked if there was any possibility of hooking into him for a chapter YE event of some sort. (He and FO Skiles are the new Young Eagles co-chairmen, taking over for Harrison

Ford.)

Michelle volunteered to contact the YE folks at Nat'l, to see if they could help with obtaining a little of his time.

- There was some discussion at the close of the meeting about mailings and aligning the membership renewal with the end of the year, to help us plan finances for the year.

No further discussion followed and the meeting was adjourned at 8:20.



Another replay from the '09 NW RV Fly-In.

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 @siletzbuy.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]

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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.

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 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

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

November '09

- Benton Holzwarth+Shannon Miller & Ken Howe / RV-12 in a Shoe Box
- Sandra Bes / The Village Cafe at Pacific City—Remembering Good Times and Good Friends

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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

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**Next General Meeting
VAF-Home Wing / Chapter 105**

- **Friday Dec 11th—6:00 PM**
- **Holiday Party!!!**
- **The Hickman Home in Canby**
- **Map on pg. 3**



Next Board of Directors Meeting

- **No Board Meeting is planned for December**
- **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

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