



EAA 105

PORTLAND OREGON



February 2010

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

Loose Bits

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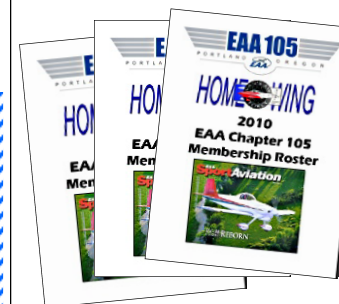
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Breakfast KP Duty

Saturday, February 6th, 2010

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Allen Hawkins	Jon Friedemann
Greg Hosler	Randy Griffin
Dave Laakso	Wayne Hofer
Scott lane	Cathy Hofer
Peter Lang	Jerry Jerome
Pat Hammell	Jack Lettieri
Phil Mandel	Greg Long
Rick Mandrell	John Mates
Ed Mason	Robert Norton
Shannon Miller	Steve Payne
Richard Suffoletto - Cashier	Shanel Taylor - PCC student



2010 Chapter Rosters

The 2010 chapter roster books are now available — 40+ pages of contact and project information! Look for 'em at the chapter breakfast cashier or at club meetings. \$1/ea. Or ping Benton for mailing info.

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 said he's ready 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 in a really fun event.

Next Meetings

- **Feb 11th** Thursday—Next Meeting: Fiberglass 101 @ Twin Oaks hangar G-1 @ 6:30 / 7:00 PM
- **Feb 18th** Thursday—Board Meeting at Twin Oaks, Hangar G-1
- **Feb 20th** Movie Night — Battle of Britain
- **Feb 20th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



Saturday, March 6th, 2010

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Jim Hand	Steve Young
Lisa Hand	Carl Dugger
Dave James	Brian Freeman
Paul Johnson	Denny Jackson
Bill Inman	Joe Marin
Martin Koxxy	Dave Mercer
Dave Lowry	Ted Millar
Ed Lynn	Vince Nartker
Steven Mahoney	Bob Petterson
Gordon Martin	Ron Poe
Ralph Schildknecht - Cashier	John Polos



Bogardus Little Gee Bee Restoration Project

Norm Durrell has produced a DVD history of the Chapter's restoration of the Bogardus Little Gee Bee, now on display at the NASM Udvar-Hazy Center at Dulles Int'l Airport. If you'd like a copy for your library, contact Norm-durrelln@verizon.net. \$10-

On the Cover

On the cover this month is Rob Hickman's RV-10, visiting the February Chapter Pancake Breakfast.

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

Head's UP! Paper pilot certificates will not be valid after March 31, 2010. Upgrades to plastic can be ordered by mail or through the FAA's website. Cost is \$2, or free if combined with changing your cert number away from your SSN. (Also a *very* good idea, if you haven't already.)

Meeting Coordinator:

Dunstan Fandel

dunstan.fandel@sun.com

503-614-9737 (H)



Program: Fiberglass 101

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

Date/Time: Thurs, Feb 11th
Socializing @ 6:30 PM
Business @ 7:00 PM

Description:

For those who dream of Lancairs (or just want to finish those blasted wing tips!)

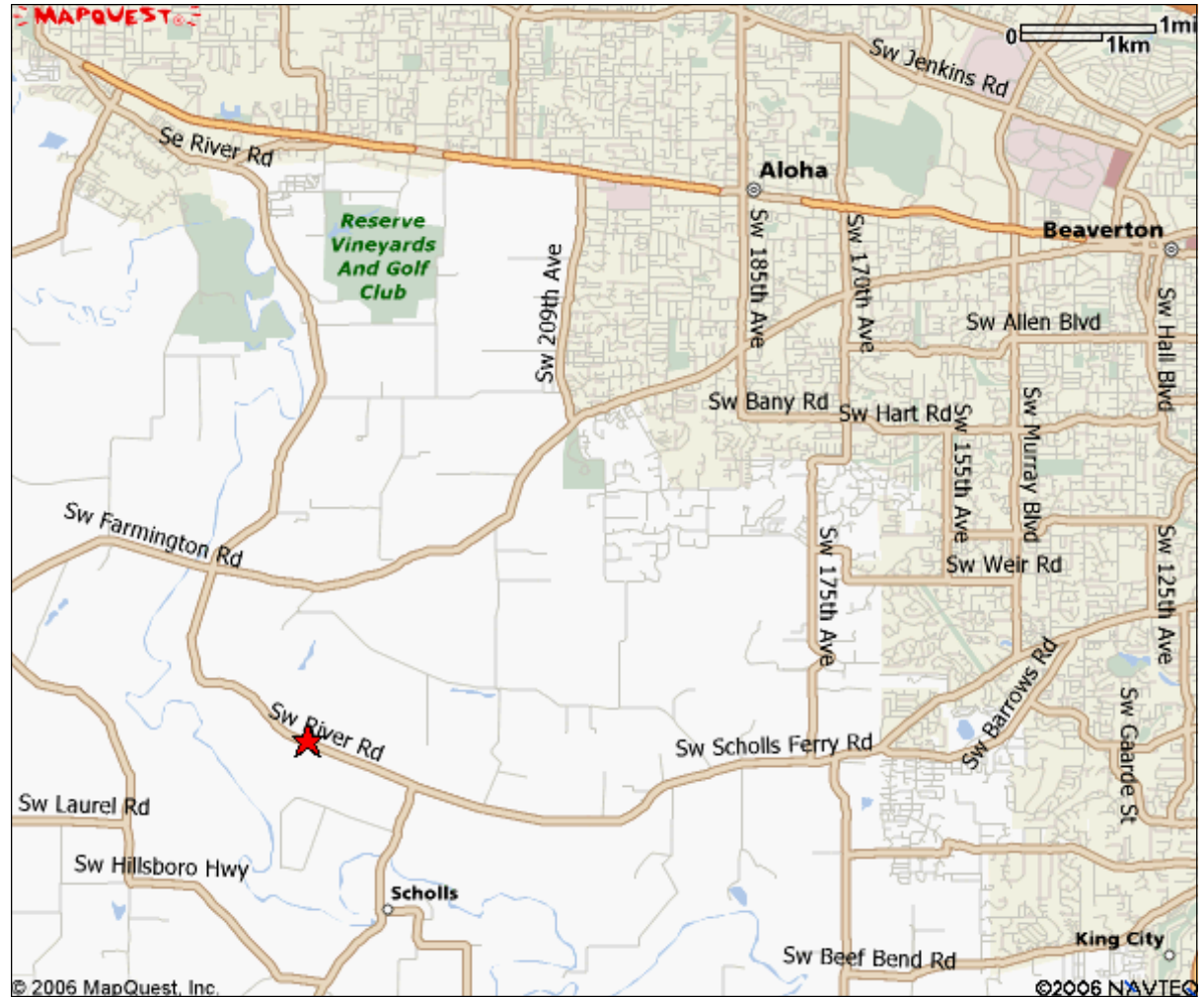
There are times that try every person's soul, and for airplane builders, especially those who pound aluminum, it's usually the chapter on finishing fiberglass wing tips. Well? Now's the time to attend this month's impromptu chapter meeting at the EAA-105 Hanger, because there you will get to smell the sweet scent of epoxy and glass.

Leighton Mangels will do a show and tell on the basics of working with fiberglass. Leighton has been working with fiberglass for more than 20 years and has at least



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).



one Lancair to his credit.

Future Meetings

- Mar—Oregon Aero on Scappoose airport

About the meetings...

Meetings are the second Thursday of the month, starting at 7:00pm (or a half hour earlier for socializing,) 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!

Chapter 105 HANGAR DELEMA/CHALLENGE

Dick VanGrunsven

EAA 105's Hangar G-1 is a great home for the chapter. It is located on a very active GA airport and includes a fine library and lounge. However, it is underutilized. Possibly because regular meetings are not held there, and because there is no core activity in the hangar to cause it to be an attractive weekend destination.

SOLUTION?

Build an airplane there, namely an RV-12.

Why an RV-12? Because, like the proverbial mountain to climb, it is there! OK, seriously, because:

- It is a SLSA certified design meeting ASTM standards.
- It is a very, very complete, easy to build kit with good factory support.
- It is an easy to fly airplane which can be safely and enjoyably flown by pilots (and student pilots) of diverse experience levels.
- It offers cruise performance equaling or exceeding that of Cherokees and 172s, and STOL performance suitable to any GA airport and most private strips as well.
- It can be operated by a Sport Pilot without a FAA Medical certificate.
- Etc.

WHO?

A group of EAA Chapter 105 members interested in building, flying, and sharing ownership of the aircraft.

Object would be to facilitate some level of involvement of anyone interested in helping with the construction, whether they had a financial interest in the project or not.

We would need a project leader(s) who is knowledgeable in metal aircraft construction and willing to supervise un-skilled and semi-skilled helpers. There would probably be a need for supervisory assistants to fill in when



the #1 man was not available.

HOW?

As envisioned, the project would be funded by a group of persons wanting to build, own, and fly this airplane. The group could be organized along the lines of a flying club and incorporated as such. Said persons might be:

- 1 Pilots who don't currently own an airplane.
2. Pilots who want the opportunity to own and fly an RV-12 in addition to their "other" airplane.
3. Non-pilots who want to participate in the construction of the airplane that they will share ownership of and then later learn to fly in.

Ownership interest in this RV-12 would not necessarily be limited persons actively interested in helping build it. Persons assisting in construction need not have an ownership interest in the plane. My experience has been that some persons just want to be involved for the learning and social aspects. Others may not have the time, interest, or ability to build, but want to own and fly the aircraft.

My involvement in several building project has shown that there is a definite social appeal to a group effort. It may not be everyone's cup of tea, but I feel that it would appeal to enough people to permit this concept to work. The efforts which are now being made to enhance educational and social appeal of the Chapter 105 hangar/clubhouse should dovetail well with a project such as this.

Theory vs. Practice

How do we promote and initiate this project, without many months or years of debate?

I am willing to finance the purchase of an RV-12 Empennage/Tail Cone kit to get the project started, to demonstrate that the concept is workable.

It would be ideal to get several experienced persons involved as instructors or mentors. Whether these persons have an ownership interest is not important. There is certainly no lack of experienced metal aircraft builders in

the chapter. However, they may need some motivation to become interested in participating as mentors.

To get the ball rolling, I would be willing to help as an instructor, but not as the project manager.

To get started, we do not need an immediate financial commitment from anyone. All that we need now are expressions of "intent" from persons wanting to become financial partners, from those willing to serve as mentors, or those who just want to help and learn. I feel that once the project is under construction and gaining momentum, more people will become interested in committing to a partnership.

Of course, many organizational details will have to be considered and resolved. The intent is that this process can happen as initial construction gets underway.

On the premise that organizational and infrastructure



issues can be resolved to your satisfaction, would you be interested in some level of involvement?

If so, please E-Mail me at:

engineering2@vansaircraft.com

and express your interest in being involved, and in what way.

I/we do not at this time have all details worked out to be able to answer all questions you may have. Many of these details will need to be resolved by and to the satisfaction of the eventual financial partners. I/we are confident that this can be done, and are open to suggestions from anyone with experience or expertise.

Why I am optimistic about our chances of success

The RV-12 kit is very complete and well documented. As a result, it is better suited for construction by entry level builders than most traditional kits.

Progress should be rapid which will retain the interest level of participants and entice others to become involved.

Unlike most personal aircraft construction projects, completion to flight status could encompass one year or less.

I have experienced the excitement and enthusiasm that can accompany a well conceived and managed group participation aircraft building project.

This concept was presented to and favorably received by the chapter Board of Directors at their recent annual planning meeting.

With a plan for perhaps 5-10 member/partners, the total individual financial outlay would be around \$6,000 to \$12,000 which hopefully would be enticing to anyone wanting to own and fly a "new and exciting" airplane.

Some thoughts regarding fractional ownership

As the term implies, the "price of admission" is just a fraction that of complete ownership cost, perhaps only 10%.

There are many pros and cons regarding fractional ownership or flying clubs, and it is not my intent to debate



New Members and Members in New Places

James Bagley, Jr.

I'm a 30 year old Alaskan transplanted to Oregon. Currently, I live in Aloha pretty close to Twin Oaks airpark and am building a Van's RV6 that was partially complete when I got it a month ago [Dec '09—Ed.] While I've been around airplanes my whole life, I have only recently started flying and got my pilots license last spring.

The attached photo was taken after I went flying with uncle Mark in his Citabria during a trip to Alaska.

Jim Frisbie is a United Methodist minister serving the Oak Grove United Methodist Church. I live in Canby and have just completed an RV-9A that is based at Lenhardt's Airhaven (7S9) I have attached a photo. It is not new to a number of the 105 guys, as I got a lot of help and advice from Richard Sufaletto, Joe Blank, and Jerry & Stan Van Grunsven.

I have been a pilot since 1967, having learned to fly from Bill Brennand at Neenah Wisconsin. I earned my instrument rating in the late 70's while flying out of LaGrande.

My wife Rinya loves to fly, and we once did a mid-winter cross country to Florida to see her grandparents. She is looking forward to going places in the RV as soon as I complete Phase I testing.

I look forward to the activities and friendships of Chapter 105. See you soon, Jim

these here. It think that it is safe to say that a lot more people could afford to fly if they were willing to accept the conditions of fractional ownership rather than the possibly unattainable dream of full ownership.

So, let me know if you want to help give this idea a try.

Dick VanGrunsvan

TEENFLIGHT RV-12 STATUS - HELP NEEDED

Dick VanGrunsven

No, we don't need help building the airplane. Several Chapter 105 members are volunteering as instructors, the kids are making great progress on the construction, and we are getting ready to start a publicity campaign. From the outset we had envisioned this as a pilot project in hopes that other groups would become inspired and also start building. Thus, the need for publicity. But, that's not the help we are now seeking. Scott McDaniels, the very able project leader, has prepared lesson plans for his weekly training/building sessions. These lesson plans would be invaluable to any other builder group, and it is our intent to make those available along with other organizational guidelines. There is a slight problem in that Scott prepared these lesson plans for his own use, and they are not complete and detailed enough for general use. They need to be organized into a PowerPoint format and have illustrations added.

We need one or more persons with computer skills, specifically PowerPoint skills, to work with Scott and refine his lesson plans. It would be helpful if that person (s) also had a knowledge of aluminum aircraft construction materials and tools. I'm confident that a number of you have these skills. Please help in this exciting and very worthwhile aviation education effort. Contact Scott McDaniels at: sdmcdaniels@canby.com

Stop the Presses

Outside coverage of EAA Chapter 105 members and activities

Our Ken Howe shot a great photo of Bob Hoyt's Stampe slipping into Twin Oaks. It appeared on our newsletter cover for December 2007.

Ken also submitted it to EAA Nat'l's photo contest where it has been selected as the 'Photo of the Month' for February and appears inside the back cover of the current (Feb '10) EAA Sport Aviation.



Stephen Rosenstock's KR-2S Project

Benton Holzwarth

Bruce Rose was our Master of Ceremonies for the evening at Steve Rosenstock's home in Aloha. After a 'pre-game' period of schmoozing, we got down to the club business. There were no milestones reported, nor anything for buy/sell/trade. There was an appeal for folks to step up when their number is up, to help with the chapter breakfast. That operation pays many of our chapter bills allowing a lot of the fun we enjoy -- and it's fun, a great way to meet more of the chapter members.

Norm Durrell's DVD production of the restoration of the Bogardus Little Gee Bee was mentioned, they're available from Norm for \$10.

With the chapter business covered, Steve Rosenstock stepped up to tell us about his Rand-Robinson KR-2S/ stretched project. The first news is that there are 2-3 KR-builders in the chapter.

Steven is building a 'stretched' KR-2S. He's careful not to blaze the trail of untested ideas himself, but follows the online builder groups, and is carefully applying a few mods that have sound engineering behind them, and



Veep Bruce Rose was our Master of Ceremonies for the evening.

have been flown by others before him.

The lumber is birch, and plywood used is aircraft-grade for the upper area and marine- where structural concerns allow weight saving.

He has a Subaru engine lined up for installation, but still needs a PSRU to allow the engine to spin up to full power.

Steve's wing employs a laminar AS-5048 airfoil, a depar-



The Subaru engine awaits PSRU and installation.

ture from the original design. Some of the hinge components are special units from the machine of Harvey Chenney's sons; Harvey is also a KR- builder.

He'll use the standard KR- fiberglass over the buried antennas, but will cover the wings with carbon-fiber or c-f/kevlar hybrid. The spaces in the surfaces between the spars and leading- and trailing-edges are filled with polystyrene, a less toxic alternative to the original's polyurethane.

Some kit parts are still available from the wife of the one of the original company principals -- turtle-decks, canopies, etc.



Stephen Rosenstock hosted a visit to his KR-2S. He and his wife put out a nice spread of comestibles for us as well.

From there, Steven took questions from the guests visiting his project. When will it be finished? It was supposed to be finished 2 - 3 years ago, according to the schedule. He's been at it for 9 years, already. The paint on the turtle-deck was rolled on. He'll sand that out and apply another coat before he's finished. On the fiberglass work, he'll roll out the epoxy-loaded glass (he's using T-88,) rather than use the more common vacuum-bagging, as he has the rollers available.

The main spar is a box structure. It was built tightly and sealed, and then received ports to allow the cavity to equalize to changing air pressure.

Steven expects a cruise speed of 150 mph and a max speed of 200 mph.



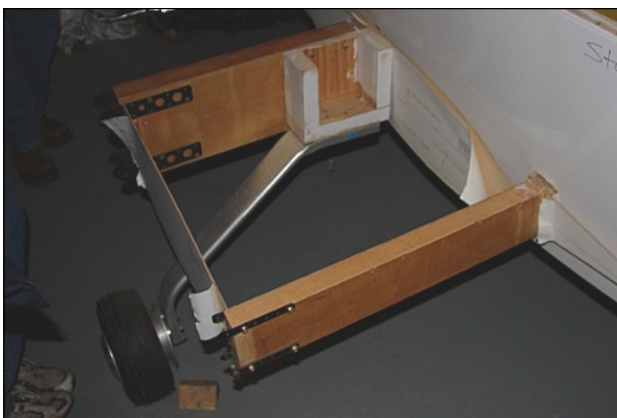
For engine prep, Steven has his rods and pistons balanced to within a half gram and his crank was turned by a race-engine shop and expects 105-106 hp or 145-148 hp if a turbo charger is fitted. His engine has the stock Stellite valves so would accept a turbo. He has a two-blade prop for testing, but really needs a three-blade unit to accommodate the power the engine will produce.

Steve is building his airplane as a tricycle gear craft. He expects about 528 lbs empty weight, and his 12" stretch (on top of the factory design 'stretch') puts 4" forward of, and 8" aft of the main spar.

A belt-driven PSRU has been suggested, though he'd prefer a 'silent-chain' type. The Cheney machine shop has the designs in their cad system to design cog-belts sprockets.

For support he depends heavily on the internet and builder groups. He's found sound advice from engineers that post to some of the groups with their thoughts and modifications, and he always waits for flight-test reports before adopting any changes from the original design. Also, he finds lots of builder logs with great project photos to study before working on the given area of his own plane and swaps lots of email with other builders.

So what drew Steven to the design originally? Low expense, and it's 'adjustable.' Working largely from plans, he can make alterations without spoiling the sub-kits as designed by the seller. His take on the plans is that they're very good at covering the basic structures, but leave much of the details and finishing touches to the builder.



Saturday Night at the Movies

Date: Feb 20th

Time: 6:00 PM Chili Potluck
7:00 PM Feature Starts!

Location: Hangar G-1 / Twin Oaks

Feature: The Battle of Britain

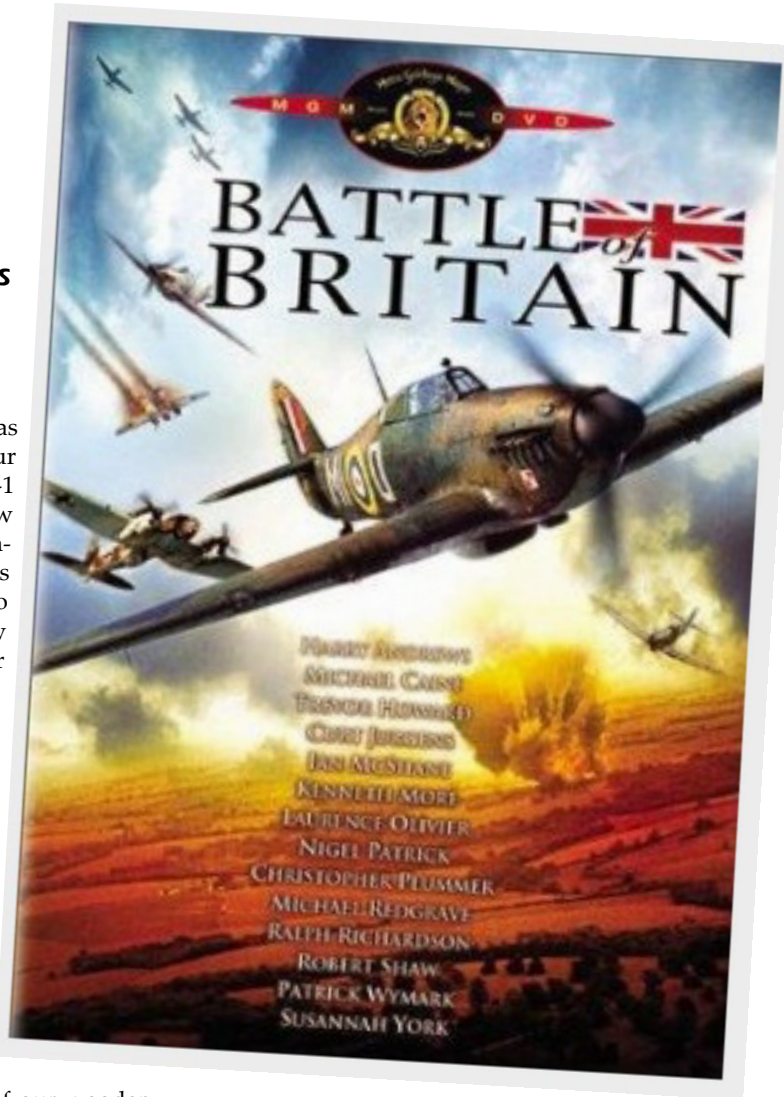
RSVP: ron.singh @eaa105.org

The inaugural 'Chapter Movie Night' was held in January (officially breaking in our new projector) in the chapter's hangar G-1 and even with limited notice still drew eight or ten viewers. That evening members brought their own DVD movie choices to offer and a vote was taken for what to watch. 'Always,' the fire-bomber crew story with Richard Dreyfus, Holly Hunter and John Goodman won the vote.

To sweeten the deal, Ron and Michelle kept the popcorn popper running along with a selection of toppings, and a few other trays of treats appeared as well. (Some really great brownies, I heard.)

With that event well received, the next has been arranged — this time to view 'The Battle of Britain,' on February 20th. Come early to have dinner before the show. Ron asks you to 'Bring Your Best Chili, or Something to Go With It.' You can also bring your own lawn chair and blankets if you don't want to sit on one of our wooden folders for two hours.

Movie artwork via www.imdb.com — the Internet Movie Database.



Board Meeting Highlights

EAA Chapter 105 Board Meeting

The board will meet for our now-traditional all-day planning session in mid-January (which this year was held to a half-day, to allow us to attend Jack Lenhardt's memorial service. Each year, this meeting is devoted to making the broad moves that shape our chapter's season of flying events. If you have ideas for the upcoming season you'd like considered, please do contact a board member with your thoughts.

EAA Chapter 105 Board Meeting, 16jan10

Attending today: Rion Bourgeois, Dick VanGrunsven, Joe Miller, Roy Thoma, Len Kauffman, Dunstan Fandel, John Jessen, Ron Singh, Ron Poe, Bruce Rose, Jerry VanGrunsven and Jenny Hickman.

The November board meeting minutes were adopted without correction. (No meeting was held in December.)

- Golf cart maintenance: Rion was previously approved to repair or replace a tire on the golf cart that was found to have gone flat. When he got to looking at it more closely, all four tires were found to be shot through age and Rion took the initiative to replace all four and was now seeking approval after the expenditure. Full reimbursement was approved by the board.

The **Action Items** from previous board meetings were quickly reviewed:

- Chapter bank account change: This is being done for Jenny and Benton's convenience, but so far hasn't been accomplished. (It's just not quite inconvenient enough to push it to the top of the list.)
- PC Upgrade: The status of the PCs in the chapter's G-1 hangar was reviewed.
- Breakfast volunteer reminder in newsletter: Benton did include a plug in the latest nl, specifically about the importance of fulfilling the breakfast duty or communicating with Len if you need to switch to a different shift or month.
- Likewise, Ron is now adding a few words in the email sent to new members advising them of our hope they'll participate as breakfast volunteers.

- Dunstan has made contact with Oregon Aero for an upcoming chapter meeting.

- The contact info on the chapter website needs to be updated. Benton has a nearly correct version in the latest nl that John can copy over to the website and we'll work on getting the rest of the details right.

- RonS and Benton were tasked with beginning a 'policy manual,' a concise listing of decisions taken by the board, to spare us having to search back through memories or individual board reports looking for decisions we've made. Some reference material was found by Ron, but no further work was accomplished.

- RonS and Michelle will generate a new Young Eagles poster, but with the YE flying season still a couple months away, there's plenty of time yet.

- And finally in previous tasks, RonS was assigned to select and purchase a computer projector for the chapter. This was accomplished and will be used again at our new 'movie night,' to be organized by RonS and Michelle. \$800 was initially approved, then a higher limit was requested and approved when it appeared the features we were after would cost closer to \$1000. In the end, a suitable system was purchased for under \$800. Stand by for movie night.

Financials: Jenny brought the financial status update, complete with pie charts showing where the money came from and went to and comparisons of the 2008 vs. 2009 expenses -- and ten copies, enough for almost everyone. We currently have ~ \$27,000 in the bank account; the chapter operated slightly 'in the black' for the year.

Some bills, breakfast provisioning, for instance, tend to accumulate for a period then are submitted for reimbursement, so some of last year's expenses will wind up being covered in this year's expenses, but by the same token some of '08's likewise slid into '09, so to some extent it comes out in the wash.

The chapter also retired a loan from the Bogardus trust, used for fitting out the chapter hangars, so that expense won't be repeated in future years.

Overall, there are no big surprises in the year's financial report. The breakfast operation about paid for the chapter's hangar rent expenses. The other net-positive events the chapter runs balanced out the few that run at a loss and the rest are about net-neutral. The EAA's B-17 visit is usually a substantial money-maker for the chapter but can vary according to weather and mechanical problems holding down the number of rides or if the chapter were to decide to buy expensive advertising to boost traffic. Michelle stayed within her \$500 budget for YE expenses, spending about \$475 last year.

The **Bogardus Trust** -- A little background, the trustees are Rion B, DickV, Brent Anderson, Ron S and Benton H. The chapter has a close association with the trust set up with the proceeds of George Bogardus' estate. This trustees are charged with dispensing the trust assets in a way that will allow it to continue perpetually, in support of short list of aviation-related charitable interests.

Roy made a suggestion to include more information about the Bogardus trust -- its historical aspects and current status and workings -- in the chapter newsletter to help inform the membership. RonS made a suggestion to bolster the historical information on the chapter website in general.

The **chapter's overall direction**, over the last year and what to emphasize in the new year, was considered next. RonS asserts we've done well on two of the three areas we set out to address at last year's planning session. We did well with the building and flying aspects but missed



on supporting aviation interests beyond those areas. Ron says he's been working on the 'third leg,' for instance, enjoying the 'Timeless Voices' feature at EAA's website. He says he's downloaded the recording kit for himself. He wants to enhance the activities and opportunities for folks that aren't building or flying.

- The 'mini-sessions' (tutorials and special-interest meetings) were raised as an example of things we've tried in the past that were well received and worth trying again. Dick suggests maybe there's some swinging back of the pendulum from visiting projects back towards including other interests, historical meetings or the session on survival for example.

- John J asks if we're doing what we need to do, to sustain and grow the chapter. What is our purpose? Do we need to revisit our founding principals periodically?

We could add additional meetings, or devote some of our second-Thursday general meeting evenings and everyone agrees that getting more use out of our hangar G-1 would be great. Dick recommends we keep the general meetings as they are and add 'special' meetings. If they prove popular, we could consider moving the regular meetings in this direction.

- John asks if we're really *learning* anything at our regular meetings. Dick suggests we can strike a balance between too much and not enough information in the meeting host presentations. Specifically, a short outline of what to cover, adding some structure, in a meeting might encourage hosts to build some technique demonstration or other informational aspect into the meetings.

- As an additional channel to get information out to the members, Bruce Rose renewed his offer to set up a second email list for posting upcoming av events. He'd like to seed it with the chapter's email address list, but make it clear that people can opt-out of his postings without losing the newsletter announcements. Also, it'd be restricted to posts from him, no free-for-all. We're pretty careful about over-using the email privilege to the full membership that we use to announce newsletters. Other avenues were also suggested: twitter, RSS feeds, facebook...

Outcome: We'll continue the project visits for our general meetings. Dunstan will provide a short outline to meet-

ing hosts to help add a little structure to the meetings. We'll also look at additional channels to communicate with the members.

Breakfast Ops: Len asks if he can delegate some of the work he's been doing towards running the breakfast operation.

- After describing the facets that cleave off, Len agrees to remain the Overall Lead and organize the KP volunteers.

- Rion, Char and Roy T will organize the first shift of each session, and Rion and Char will keep the second shift ordered and will help to forward any needed refinements to the position task-cards to Len. [Late breaking news, Char will hold at just the first shift. —Ed.]

- Mike McGee has agreed to remain our Quartermaster, handling inventory and restocking. Benton will act as his backup when/if he's unavailable.

- Benton has been organizing the breakfast cashiers and will continue with that task. This also includes getting the bank deposit made. (And as long as I'm (Benton) doing the bank deposit, we've changed the chapter renewal blanks to direct the money to me so I'm able to deposit it together.)

Pre-approved spending limits: An idea that we talked over at last year's session, but weren't ready to move forward with at that time was raised again this year. The idea is to 'pre-approve' the leads for specific chapter functions for spending towards their area. Leads will still need to submit receipts for reimbursement and report expenditures to the board. The goal is to expedite needed spending in the specific areas. The expectation is not that this money will necessarily be spent, to the full dollar amount, in the area, but that the lead is authorized to spend up to this amount without previously obtaining approval for the expenditure.

For the year, the following people act as leads and pre-approved spending limits are noted:

- Breakfast Ops: Len Kauffman
\$500

- Chapter Hangar: Rion Bourgeois
\$500

- Young Eagles: Michelle Smith
\$500

- EAA's B-17 Visit: Rion Bourgeois / Dunstan Fandel (Porta potties, rental car, water, etc)
\$1000

- Poker Run: Jenny Hickman (The event dinner, organized by Michelle Smith, is handled outside of the chapter budgeting and isn't included in this area.)
\$1000

- Tool Crib: Mike McGee (Tool Maintenance)
\$500

- Librarian: Jim Mitchell
\$200

- Historian: Norm Durrell
\$200

- Newsletter: Benton Holzwarth Nothing additional needed. Printing of the few paper NLS is handled by Charles Rice and receipts are submitted to Jenny for reimbursement.
\$0

- Website / Electronic Comms: John Jessen
\$0

- Membership Coordinator: Ron Singh
\$0



- Finances / Treasurer: Jenny Hickman
\$0
- NW RV Fly-In (Scappoose): ?? Fly-in boss needed!
Joe Blank has hung up the pink hat
Joe Miller will handle chairs/tables
Food? I don't recall that we decided to hand over to 902, but assume we will.
\$1000 (vs. \$1200 in '08, \$1000 in '09 needed)
- Fly-Outs: JerryV, Tom Louris, Bob Duncan and Ron Poe
\$0
- Meeting Coordinator: Dunstan Fandel
\$0
- Prop Balancer: Bruce Rose
Bruce will take over operation of this program as part of his chapter officer/director duty. John Jessen will act as second. Training will have to be sorted out.
\$0
- Companion Activities: Michelle Smith / Sandy Bes
Right-seater training, other ideas??
\$0
- Hangar Events: Ron Singh / Dick VanGrunsven
Movie Night! Other ideas??
Potlucks? BBQs in warm weather?
Drinks provided by chapter, Donation jar available
\$200
- Diner Review Coupon book: Sandy Bes / Roy Thoma
\$0
- Chapter Aircraft Construction Project:
Dick VanGrunsven
\$0

Chapter Hangar Project: The next business to come up was presented by Dick VanGrunsven. He reminds us that our hangar G-1 is under utilized and opportunities to make greater use of it have been sought. After suggesting a few alternatives for a chapter project, such as restoring a certified plane, he suggested a project that would be a good fit for our chapter's skill sets and interests, something that might take as much as a year to complete, perhaps less. The project would want to be organized to emphasize the social aspects, coming together for camaraderie.

The project's value when finished would be interesting, but for the chapter isn't the key aspect, since EAA chapters aren't allowed to own flying aircraft. It would need to be owned by a flyer's group after completed and likely that group would also finance its construction, though perhaps the chapter could be tapped for some assistance. It would also provide regular activity in the chapter hangar, making it a more enticing destination for drop-in observer activity.

The builder group would want to schedule regular build-sessions in G-1 or G-3. The project might need to move later according to space needs. We would definitely want it to be 'open' on chapter breakfast dates.

'Subscriber's (partners) would own the plane when finished. Some folks might choose to participate in the construction without owning a share, either for the learning or social opportunities.

Dick suggests if the board agrees with the broad proposal he's made, he'd put something together for the newsletter. He'll propose a specific project (an RV-12, we learn) and will even offer to bankroll the initial kit to help get things off the ground. It would be a way for members to learn to fly or fly while working on their own projects. One thing to contend with would be the varying levels of construction experience and flying ability. Mentors would be welcome, even if they're not interested in owning a share of the completed project.

Rion asks how we might quantify the benefit to the chapter. Dick replies that there's no need to try to quantify it at the outset. Dick continues that it could be structured like a flying club, perhaps incorporating for liability protection.

There was general agreement from the assembled board members that this sounds like a good idea to pursue, that it could work in many ways.

Someone asked whether the chapter would be a partner during construction, selling our share when the plane is ready to begin flying. No specific answer.

The **chapter website:** Webmaster John J says there are some aspects that need to be updated. The product served up looks good, but the un-

derlying page designs are hard to modify and there are features John would like to delve into, such as 'interactive photo albums' and ways to make the chapter site more user-friendly, also educational modules and pages showing what the members are up to. Roy proposes John make up a list of what's needed. Benton suggests looking into 'TechSoup' (a free/discounted SW source for charitable orgs) for the software package upgrades John is asking about.

Magneto Flight came up as the last business. Magneto flight is a small group, mostly chapter members, that perform a fly-by demonstration at the Hillsboro 'Oregon Int'l Airshow.' The issue raised is that the demo team needs to stay at arms length from the chapter. It is not a chapter activity. But the OIA-HIO, on their list of performers, associates a link to the chapter website with the team. Magneto Flight doesn't have a website of their own now but the airshow page should not point to the chapter's site, to avoid confusion that the performance is a chapter function.

The meeting was abbreviated this year and adjourned at 12:15 PM, so the members wishing to, could attend Jack Lenhardt's memorial service. With nothing pressing, rather than reconvene after the service, it was decided to carry any further business over to the February meeting.



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.

O-320-E2D Engine / Prop For Sale S/N - L42229-27A

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Contact Dave Wellman 541-984-1442
dhw@wellmansurveying.com [05/10]



For Sale — RV-6, 180 hp, attractive, fast, and fun. \$60K or may consider partnership. Email dasduck@comcast.net for complete description and equipment list. [04/10]

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 [05/10]

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]

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

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2009-10 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.

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

December '09

- Board Notification / Chapter Election Results
- Joe Blank / Vans Airforce 37 Ship Formation at OSH

- Stu McCurdy / Leading the Effort (37 Ship at OSH)
- Benton Holzwarth / T 'n T: Flagging gNATs (Needs Attending To) items

January '10

- Ron Singh / Greetings from President Ron
- Benton Holzwarth / 209's Holiday Party at Casa Hickman
- Dennis Kucera / Hank Bullock and His Auster AOP

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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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Work Ph: _____

Current Project: _____

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"What do you think that scraping sound was Homer?"

"DOH!"

[Look closely at the nose wheel. —Ed.]

Next General Meeting

VAF-Home Wing / Chapter 105

- Leighton Mangles / Fiberglass 101 @ Twin Oaks G-1
- Thursday Feb 11th @ 6:30 / 7:00 PM
- Map on pg. 3

Next Board of Directors Meeting

- Thursday Mar 18th — 7:00 PM
- Location TBD (Likely Twin Oaks hangar G-1)
- Contact a Board Member if you have ideas you'd like considered or would like to volunteer for an event!

EAA Chapter 105



To:

First Class Mail

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