

EAA 105

PORTLAND OREGON

April 2010



Donations needed for chapter hangar — Contact Neil Arney if you can help. 503-639-1263

Loose Bits

- Industrial shelving

The March pancake breakfast set, we believe, an all-time attendance record — 347 adults and 33 kids paid — plus the usual complementary meals to the volunteers. Thanks *everyone* for a busy, no downtime, jumping session. These breakfasts help pay for many of the fun things our chapter does!

Attention: All pilots who would like to be a Young Eagle Pilot and are not one already - and to all others who might be interested in being a non-flying volunteer for the program, please contact Michelle Smith, Young Eagles Coordinator at: 503-646-2144 or michelle.smith@eaa105.org



Northwest RV Fly-In: Steve Payne has volunteered to organize this year's NW RV Fly-In at Scappoose on June 19th. **The long-lead time tasks are getting the shirt artwork underway and the crew chiefs sorted out, so if you'd like to help with any of these areas Steve would love to hear from you!**

RV guys — this is your type-event, and our 19th consecutive year. Time to step up and make this one the best ever! Drop Steve a note at: spayne@alum.mit.edu



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-

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Breakfast KP Duty

Saturday, April 3rd, 2010

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Jim Hand	Ted Millar
Lisa Hand	Dave Mercer
Ed Lynn	Tim Prosser
Mindy Lynn	Rob Reese
Daryl Sahnaw	Ken Rentmeester
Dave Salesky	Leejay Robles
Tom Sampson	Bruce Rose
Miike Seager	Steve Rosenstock
Ron Singh	David Sellers
Michelle Smith	Terry Smith
Jon Crew—Cashier	Michael Terrell

Saturday, May 1st, 2010

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Bob Duncan	Wendell Foltz
John Jessen	Terry Smith
Dave James	Kerry Stevens
Ken Rentmeester	Chris Stone
John Tompkins	Al Strickfaden
Ron VanBladeren	Colin Strong
Richard Vanderford	Bruce Swayze
Dick VanGrunsven	Jake Thiessen
Jerry VanGrunsven	Dennis Thun
Stan VanGrunsven	Robert Toppel
Bruce Eicher—Cashier	Art Waldal

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

Next Meetings

- **Apr 8th** Thursday—Next Meeting: Electrical Systems w/ Tom Gourley at Leighton Mangels' hangar at HIO
- **Apr 15th** Thursday—Board Meeting at Twin Oaks, Hangar G-1
- **Apr 17th** 6:00 Dessert + 7:00 Movie Night: The Great Waldo Pepper at Twin Oaks hangar G-1
- **Apr 17th** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



On the Cover

I liked the RV on this month's cover, but when I got to putting the issue info together, I realized I didn't know who owns/flies it. Please let me know...

Meeting Coordinator:

Dunstan Fandel

dunstan.fandel@sun.com

503-614-9737 (H)



Program: Tom Gourley on Electrical Systems

Location: Leighton Mangels' Hangar
HIO hangar # A-5

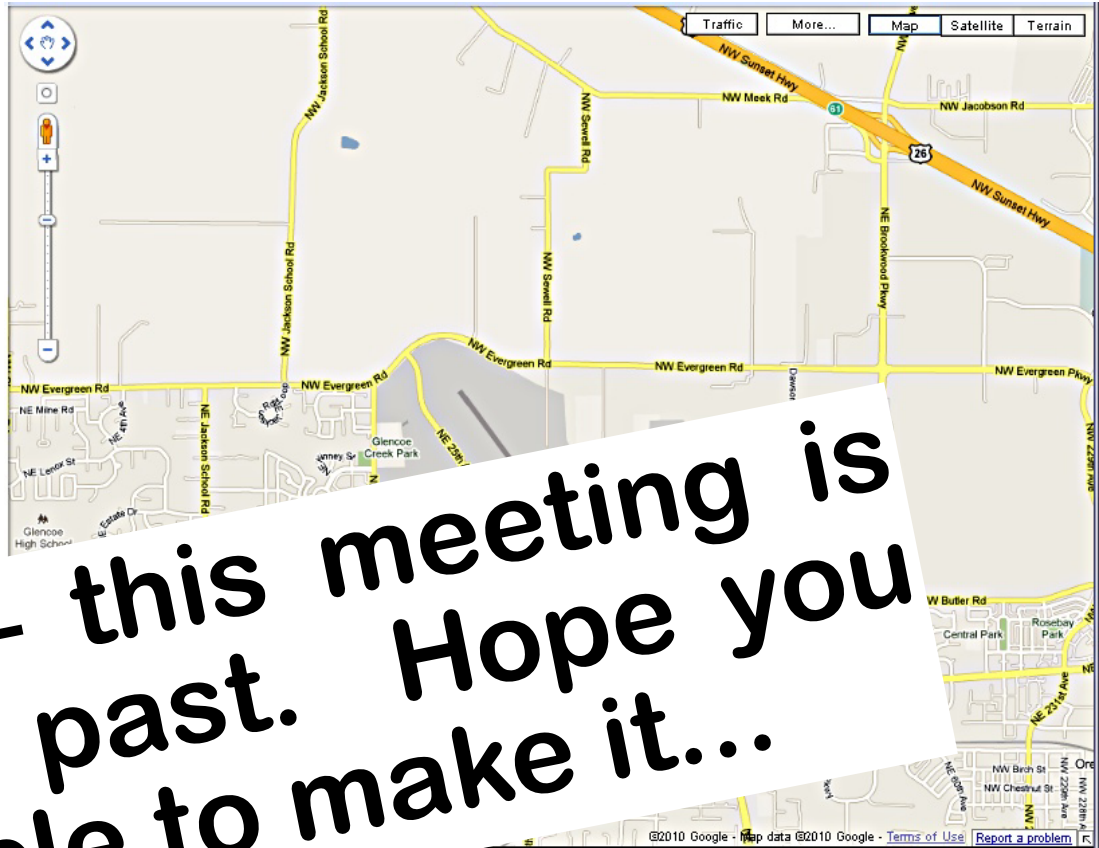
Date/Time: Thurs, Apr 8th
Socializing @ 6:15 PM
Business @ 7:00 PM

Description: Aircraft Elec

For your personal and collective the April Meeting, Leighton Mangels' Hangar # A-5 discussion of Aircraft Electrical Systems with Tom Gourley. Tom is an Electrical Engineer who has built a number of instrument panels and is capable of answering almost all questions regarding anything electrical on a homebuilt aircraft. (I'm sure you have a pun intended, but hey...), when you finally get the key and were treated to that 4th of July fireworks display, well, had he been there, you might have had a calmer moment.

Needless to say, Tom is experienced. Besides the electrical

cal side of life, he gets a spark out of powder coating and silk screening panel graphics. Write down your questions ahead of time and bring them with you. This meeting will draw a full house and we want to make sure your questions are answered.



Sorry — this meeting is already past. Hope you were able to make it...



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).

Future Meetings

- May — TBD

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 some-

one'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!

Previous Hangar Event The World of Seaplaning with Mike Kincaid

Michelle Smith

The March Hangar Event was a great success with over 50 people showing up to enjoy a potluck Taco Feed and a great presentation from Mike Kincaid of Coeur d'Alene, Idaho. Mike's presentation was based on being a State Trooper in Alaska for most of his career. He now lives in Idaho and provides flight training in seaplanes.

His presentation was a good mix on both topics. Mike is also an author and brought two of his novels based on the Alaska State Trooper, Jack Blake, for purchase and personal signing. Several people went home with one or both copies of his books.

The crowd was a mix of Chapter members (from our chapter and other chapters), local seaplane group members and others that just happen to hear about the event on the internet and decided to come and check it out. Word seems to be spreading far and wide these days!



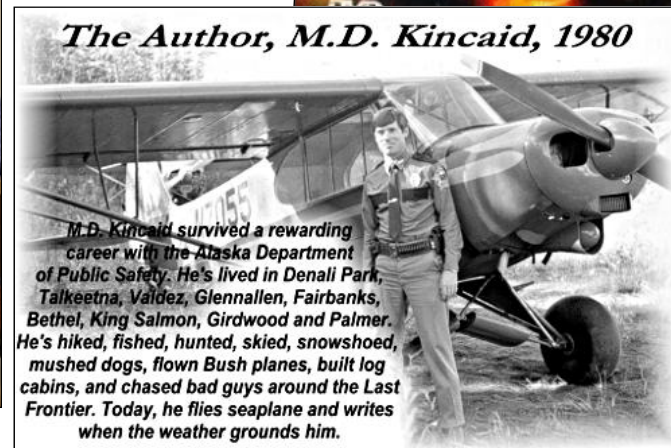
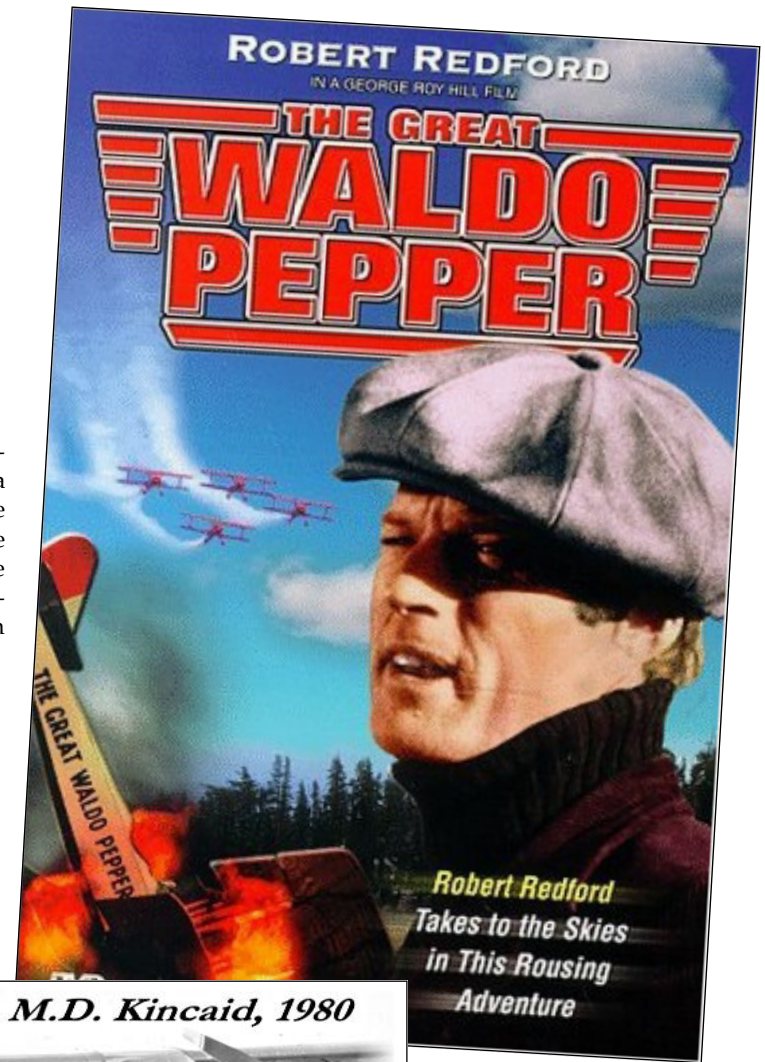
The evening's taco assembly line was a hit.



Mike Kincaid was a great story-teller!

Next Hangar Event Movie: The Great Waldo Pepper

Our next event is Saturday April 17th. Bring a dessert or some ice cream/toppings and settle in to watch the movie "The Great Waldo Pepper". Dessert at 6:30pm and Movie at 7pm.



Chaper Fly-Out: Grants Pass / Rogue River



EAA 105 has once again put together another great summer excursion: a fly-in scheduled for the weekend of June 26-27th to Grants Pass, Oregon. In cooperation with the Grants Pass EAA Chapter 725, who will be hosting a breakfast and lunch at the field, we have reserved spaces with Hellgate Jetboat Excursions for a jet boat trip down the Rogue River Saturday afternoon with dinner served on the river and returning that evening.



Itinerary- The plan is to fly in or drive down Saturday morning the 26th of June for breakfast hosted by EAA 725 at the airport. Lunch will also be served at the field for those who arrive late or wish to hang out until late in the day. Ground transportation will be available with a couple vans provided by the local chapter. Then around 3:30 pm Saturday, we all meet at the boat dock for Hellgate Jetboat Excursions, located on the river at the bridge in downtown Grants Pass. The boat will

depart at 4:00 pm sharp for the trip down river to their OK Corral Lodge where we will stop for dinner, then return back up river arriving around 8:30 pm. The boat trip is known to be a bit wet, so be prepared to enjoy a refreshing drenching by the Rogue River and dress accordingly. Some folks attempt to stay dry by donning all weather gear such as plastic bags, rain coats, etc. The food is served country style and includes BBQ ribs, Chicken, and all the fixings plus beer, wine, ice tea, lemonade and coffee.

Boat Trip Reservations- EAA 105 has reserved 25 seats on the jet boat so we all can be together. You will need to contact Bob Duncan, 503-970-3092, (N6TU@comcast.net) to make your reservations for a seat along with a check made out to EAA 105 in the amount of \$59.00 for each person in your party. Hellgate will not take reservations or take money directly. The club is directly responsible for the 25 seats. Last year the seating for the boat trip up the Snake went quickly so don't delay; we only have 25 spaces and that's it!

Accommodations- We have reserved some block rooms at two hotels close to the dock area and within walking distance of the downtown stores for those who wish to do a little shopping. You must call the



hotel directly to reserve a room and give them a credit card to hold the room for you. Unlike Hellgate, they will deal with you directly. We were only able to reserve a limited number of rooms as they were nearly booked up for the summer season! You must make your room reservations by 5/26/10. After 5/26 the rooms will no longer be available.

Lodge at Riverside-

- Two blocks away from the boat launch
- www.thelodgeatriverside.com
- 955 SE 7th St, Grants Pass, OR 97526
- 541-955-06009
- Reserved 9 rooms, 2 Kings and 7 Queens
- \$170.00 plus 10% room tax, wine reception and breakfast included
- All rooms river view

Riverside Inn-

- Right at the boat launch/ticket office
- www.riverside-inn.com
- 986 SW 6th St, Grants Pass, OR 97526
- 541-476-6873
- Reserved 6 rooms, all Queens
- \$105.00 plus 10% room tax

Best Western-

- 10 blocks way
- Note: No rooms reserved
- 111 NE Agness Ave, Grants Pass, OR 97526
- 541- 476-1117
- \$107.00 plus 10% room tax

An Evening Spent with



Benton Holzwarth

Our March meeting was hosted at the Oregon Aero shop on Scappoose airport. It was a dark and rainy night and we (and the Oregon Aero folks) were delighted to see such a large turnout -- 30 or 40 folks -- for a meeting so far afield. At the door, we were asked to sign a non-disclosure agreement (tho' it wasn't clear what was not to be disclosed) and offered name tags. We were also offered raffle tickets. (Raffle tickets? Ooh.) Then directed towards the deluxe sub-sandwich fixin's table they'd prepared. After a few minutes to socialize and devour the sandwiches, chips and everything else, the meeting got underway.

A little chapter business, as usual, opened the session.



Bob Duncan laid out the setup for our chapter's first fly-out of the year: a visit to the Grants Pass area for breakfast/lunch hosted by the local EAA Chapter 725 following a Rogue River jet boat ride down to the on-river restaurant for dinner. Reserved hotel spaces are still available and 25 spots are on

President Ron covers the chapter biz before the presentation.

being held for us on the jet boat.

Next up, Dick VanGrunsven recounted a phone conversation with one of the EAA Nat'l folks, regarding the just-released 2009 Nall Report, the AOPA Air Safety Foundation's summary of aircraft accidents over the last year. The published report (Link: <http://www.aopa.org/asf/publications/09nall.pdf>) shows single engine experimental's suffering a fatal accident rate seven times higher than the similar group of certified GA aircraft. He suggested that we resurrect a meeting segment from previous years and take a few minutes for a quick safety presentation as a first step in trying to reduce our experimental accident rate.

With that, we progressed to the evening's topic and Ron introduced our hosts, Benton Buss and David. (And yes, Benton and I had a chuckle over the rarity of our common name.) Benton gave a little history of the company: It was started in 1989 by Mike and Jude Dennis following a cross-country trip to visit an airshow. Jude had complained that her headset band was giving her headaches and if he couldn't do something about it, she was not going to fly with him anymore and the rest, as they



Our hosts, David (left) and Benton.

say, is history.

Over the years several other products have been added to the line, mostly with a common theme of construction including 'conformal foam' (aka Temper-Foam.) Their Hi-G (26-G, STC'd retrofit for a handful of certified airplanes) aircraft seat survived seven successful tests at the testing facility. The secret of Oregon Aero's success is that they don't depend on 'stroking' to cushion and spread the deceleration. Other designs while passing a single test (or accident) are ruined in the test. Further they depend on the weight of the seat's occupant being within a certain range to not 'bottom out' nor to overload the passenger by not stroking at all.

In another development effort, Mike tested one product, a cloth/foam helmet liner by wearing one under a helmet -- continuously for five days straight, night and day, until his wife told him to stop. He was checking that 'hot spots' didn't develop. They provided such an improvement in comfort that military air crewmen would surreptitiously bring them aboard their planes and wear them rather than the standard issue. The liners have since been 'approved for flight' and are now used by many of our military fliers.

In the early days, aircrews would sneak Mike into their aircraft hangars where he could apply seat upgrades on the sly. Oregon Aero now has contracts to provide seat retro-fits for 'just about every platform.' Likewise, they tried working with Eurocopter on the AS-350, but could never get much of their attention. It finally came down



Chairs were provided on the shop floor.



Dave defines the back support problem...

to our Dept of Homeland Security hanging up a purchase contract when DHS determined they needed Oregon Aero's seats but couldn't go along with 'pirating' them in, anymore. They made it a deal-breaker and Eurocopter finally came knocking on Oregon Aero's door.

Oregon Aero is also an FAA Repair Station, and will modify your Cessna or Piper seats, with custom fitting to your size/shape. You can order leather or fabric upholstery.

Whether for a production aircraft or homebuilt, the seats, while in bare foam, look molded but aren't. They're actually glued up from multiple wedges of foam of different firmnesses and then sculpted to final shape and covered with a thin protective foam layer.

For, say, an RV kit, a customer can order a seat. Oregon Aero will send a built up blank to the customer who can then drop it into the airplane's seat pan and sit on it for a couple hours. The customer can then mark up the blank with instructions on where to remove material or thin out the seat cushion to lower the pilot's position and return the cushion to Oregon Aero where the final cuts are made, the foam cover layer is applied and the seat is upholstered.

Oregon Aero has a 'comfort kit' for David Clark headsets comprised of a lamb's wool headband, conformal foam ear rings and cloth covers, foam to insert behind the speakers (improves noise reduction,) and a mike sock. If



...and Benton explains Oregon Aero's solution.

a customer brings the headset to Oregon Aero, they'll install the kit, gratis. (I have one of these kits on my DC 10-40's and can attest it makes a night-and-day difference in comfort. I can keep the DC's on for hours at a time. Chalk me up as another satisfied customer.)

A product line for a different customer group came when someone in the Trailblazers organization thought Oregon Aero might be able to bring something new to shock-absorbing shoe inserts. With his usual design and development techniques Mike dove into the project and did come up with a device that has won approval from its customers -- 'Shock-Blockers' insoles.

In closing, our hosts pointed out that their products are made locally, in their own shop as well as by many local craftsmen, and the materials are sourced in America as far as possible.

And then the raffle began. People were picked to draw numbers matching our tickets picked up as we entered, and a surprising amount of gear was distributed, a couple portable seat pan/back cushions, headset comfort kits and many of the shoe inserts. Our hosts were very generous with their presentation and merchandise and everyone seemed to have a great time.



Bob Duncan photos of our guest PT-22 at the March pancake breakfast. But neither of us noted the owner's name. Anyone? With Tom Hinkley's BT-13 we had two warbirds on the field.

Young Eagles: Season Opener

Michelle Smith — Young Eagles Coordinator

On March 6th, our chapter hosted a special Young Eagles Weather & Aviation event for the 8th Grade Students of South Meadows Middle School. The students and their teacher, Yvonne Norman (Ron Poe's niece), arrived for breakfast with the rest of the crowd on a gloriously beau-

tiful day. At 10:00am our own Chief Meteorologist from KATU, Dave Salesky, presented a class to the students, Parents, and Young Eagle Pilots on weather and its impacts on aviation. Poor Dave was dumbfounded when he discovered that all of the kids were born way after the Mount St. Helen's eruption and could not recognize the before and after pictures of the mountain and was even more amazed that he was discussing the 1996 flood with individuals that were still perhaps not born yet but most likely born sometime that year. My how time flies! But, seriously, it was a great presentation and very informa-

tive.

The students lucked out with weather and were then treated with Young Eagle flights from Dave and some of our other Young Eagle pilots. The weather cooperated on this day and provided a positive impact! We flew about 15 kids and some adults as well. We received immediate reports back from Yvonne that the kids were really thrilled with their experience and the school was buzzing with their stories. They compiled a signed poster and a DVD of photos and music (with the help of Ms. Norman, I'm sure) depicting their day with us. Then this last breakfast, April 3rd, Yvonne and one of her students, Marques, came for breakfast and attended a meeting held for Young Eagle Pilots where they presented us with the poster and the DVD. The poster shows each one of the kids with their pilots and some group shots as well. It's the best reward that we have received in the five years that Ron and I have been coordinating the Young Eagle efforts for the Chapter. We plan to frame the poster and hang it in the Chapter Hangar and we also plan to show the DVD during our movie night on April 17th prior to the main event. I'm sure that we'll proudly show it at other events as well. What a great start to new season of Young Eagles!

CHAPTER 105 SAFETY BRIEFING PROGRAM

Dick VanGrunsven



There as been a recent uptick in internet conversation about the safety record of Experimental Amateur Built (EAB) aircraft. This resulted from the AOPA's recently published 2009 NALL report. For those not familiar, this report is an annual analysis of general aviation accidents which evaluates accident causes and accident rates for various categories of GA aircraft. (Google: NALL Report) The 2009 report (covering 2008 accidents) showed EAB aircraft to have a higher accident rate than for prior years. This showed the fatal accident rate to be somewhere around 5-7 times that of comparable non-commercial GA aircraft. EAA and others have disputed some aspects of these findings on the basis that there were accident aircraft included in the "Experimental" list which were not Amateur Built. Even so, the accident rate is admittedly too high.

(Sometimes the EAB safety statistic have been evaluated on the basis of the accidents per size of the homebuilt fleet, now in the vicinity of 31,000 registered. One problem with this is that a high percentage of that number are either inactive or rarely flown. If evaluated on the basis of accidents per 100,000 flight hours, the outcome is different. For instance, the NALL report figured that the EAB fleet flew about 868,000 flight hours in 2008. That would mean only 28 hours per EAB aircraft if all of the 31,000 were active. Considering that as many as 1/3rd of

the registered fleet may be inactive, and perhaps another 1/3rd flown little, those numbers are believable. Bottom line is that the number of accidents is much higher per hours flown than for similar factory built aircraft.)

What can we in Chapter 105 do about that? Perhaps little, other than to do our best to minimize the accident potential of our members. One means of doing this is Safety Education. I have long felt, and recently proposed to our Board of Directors, that a safety talk should be a part of every monthly meeting. As a result, I was unanimously appointed to make an introductory safety presentation at the next chapter meeting. The consensus is that we all need to be reminded of safety basics and that an oral presentation is perhaps the best way to do this. Topic material can come from a variety of sources: From details found in the NALL report and from accident trends. Personal experiences and recent accident reports (www. FAA.Gov) can be sources also. Topics need not be new; most types of accidents keep happening over and over and we need constant reminders of their causes and cures.

So, I will be giving a brief talk at the April 8th meeting. In addition, I will be seeking volunteers for talks at future meetings. Please, don't look at this just as an opportunity to embarrass yourself in front of your peers, but rather as a way of heightening your safety awareness even more than theirs. Teaching is a good way to learn! Just a short, 5 minute or so, talk is all that is needed. Anyone able to conclusively prove that they have no need to listen will be excused from this portion of the meeting. See you there.

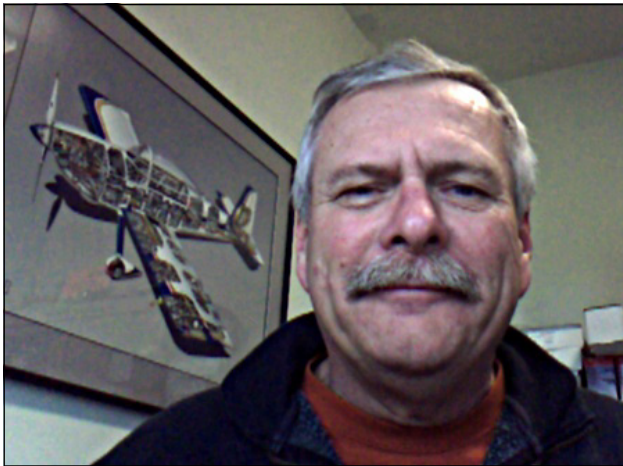


Marques, along with his teacher, Yvonne Norman, returned to the chapter hangar following the YE flights he and 15 classmates received, to present a poster and DVD they produced to commemorate the occasion.

New Members and Members in New Places

Dave Paradis

...was born and raised in Woodburn Oregon attending grade school there and High School in Salem, OR, and followed that with a business degree from OSU in 1975. He earned his Pilot's license at OSU in 1972.



Dave headed for the US Navy's Aviation Officer Candidate School in Pensacola, FL in January 1975. He completed OCS with high marks, attended primary flight school at Saufley Field and was commissioned in May 1975. Changes in the service at that time (fall of Saigon and the end of the Vietnam War) led to a decision to drop out of flight school. Dave then returned to Oregon and enrolled in A&P school at PCC, completing both licenses in 1977.

Following that came work as a field mechanic on Boeing Vertol 107 tandem rotor helicopters for Columbia Helicopter, including a time assigned to logging operations in British Columbia where the 107s flew 10 hours a day logging plus one more for training Canadian pilots.

The next stop was at Cascade Commercial Helicopters, performing maintenance on a wide range of fixed wing and rotor aircraft, as he rose to head of the maintenance

dept in the summer of 1980. Following that, Dave worked as a European Service Rep for Hughes Helicopters, working out of their Culver City, CA, office. This included many trips to Europe, including the Paris Airshow in 1981 and the Farnborough, England airshow in 1982, where the AH-64 'Apache' helicopter was introduced to those countries.

Dave and wife Susan returned to Oregon in 1983, taking maintenance work at TransWestern Helicopters (previously Cascade Commercial Helicopters.) Five years passed quickly, then downsizing at TransWestern led to his return to Columbia Helicopters covering maintenance and marketing/customer service duties. After six years in that role, he was tapped for Chief Inspector and Director of Quality Control.

Six more years on, Dave was ready for a change and launched a venture in self-employment, developing with family a self-storage facility in Woodburn. Along the way, Dave also developed an STC/PMA mod for GA aircraft doors (the Door Steward, initially for Cessna singles and twins has been expanded to cover many Beech singles and twins and more recently extended to cover many Piper models.) Dave remains involved in "Easy Storage" in Woodburn and Mtn View Aviation, his STC/PMA company.

Dave's interest in EAA and homebuilding began in the early '70s, with purchase of a Bowers Flybaby construction manual, then info pack for a BD-5 and plans and a fuselage tubing kit for a Sonerai I. The rapid career moves and lack of space prevented progress on any of those projects. Finally, in 2005, with children grown, with time and money permitting, a Vans RV-8 project was started. Rejoining EAA and the local Chapter 105 is all part of closing the loop and completing this project by overwhelming it with mutual support.

2011 is the 100th anniversary of Naval Aviation and rumor has it that Oshkosh 2011 will honor that anniversary. The goal is to take the completed RV-8 in Navy trainer paint scheme to Oshkosh for the event.

New Member Richard Ebers

...checks in: I have been a Private Pilot since 1976. I graduated from San Jose State's Aero program in 1978 and went to work for Cessna Finance Corp. As you may recall, 1978 was the last of the good years for GA manufacturers and after three years in the industry and accumulating some 650 flight hours I left for greener pastures. I have had a continuing passion for airplanes and the folks surrounding them, but I have not logged any time since 1981. I worked briefly for Akrotech Aviation in Scappoose, maker of the Giles 200 and 202 aerobatic airplane kits, but that business was failing when I got there and never came out of its death spiral.

I joined EAA in 1997 but let my membership lapse a year or two later and only recently re-upped. I attended Sun-N-Fun and Oshkosh in 2000 (learned what a heat index is.) I was fantasizing lately about building an RV-12, and I came to the Chapter breakfast in February to see if I would fit in. Someone, it may have been Benton, mentioned that Van was trying to form a group to build an RV-12 at Twin Oaks. Shortly after that I saw Van's article in the newsletter and I sent him an e-mail. Now I am one of the five members of "Team RV-12, LLC" with the RV-12 underway in G-3.

I am married to Cheryl and we have a 14 year old son at home and three adult children between us. By day I work in the financial services industry for VW Credit, Inc, making sure that VW and Audi dealers have a source of loans and leases for their customers. Once the weather gets nice and as we approach completion of the -12 I will seek out an instructor and get my piloting skills re-honed and insurable for what I hope to be an exciting ownership experience. I hope to learn enough through this build to feel comfortable building a kit airplane on my own after I retire.

RV-12 Group Building Project Update

Dick VanGrunsvan

In the Feb. newsletter I wrote an article soliciting interest in building an RV-12 as a group project in the Chapter 105 Hangar. In a little over a month there had been enough interest expressed that a meeting was called in conjunction with the Chapter diner/movie night on the 13th. Though this was a short meeting, a lot of enthusiasm was shown and everyone got to meet each other. Following that, several of those with ownership intentions did some research on organizational issues and insurance prospects. The insurance aspect is one area in which I was very naïve. It appears that it is not possible to get coverage for more than 5 owner/partners of an experimental aircraft. Also, there is a requirement for at least a Sport Pilot License or a Private license to get coverage. I guess that this makes sense from their business perspective, but it pretty well rules out the suggested possibility of someone learning to fly in the airplane after helping build it.

Anyway, when the dust had settled, there were 5 persons willing to form a partnership and jointly finance the construction of an RV-12. They are in the process of getting structured, possibly as an LLC. Arrangements have been made to take occupancy of Hangar G-3 by the first of April and to start building as soon as possible. Some tools have already been purchased and more are on order. The Empennage/Tail Cone kit is already in place in the hangar.

In addition to the 5 persons in the partnership, there were another 7 or 8 who had expressed interest in helping with the construction. It will be up to the 5 owners to decide how much help they want or need, and to work with the volunteers. All partners agreed that they would try to hold an "Open Hangar" session on the "Breakfast Saturdays". The first session will be on April 3rd. Though there won't be much noticeable progress made by that time, it will be possible to view the starting point. If this proves successful, it will be a good way for everyone interested to keep up with the progress, and perhaps get inspired to become involved in the "next" project.

[A forum area has also been set up for the project team to post progress and answer questions: <http://www.eaa105.org/Forums> — Ed.]



MISSION COST:
(Pre-Step Booking Prices)

\$359
per person (EAA Members)
E-Z Pay (EAA Members)
4 payments of \$89.75*

\$399
per person (non-EAA Members)
E-Z Pay (non-EAA Members)
4 payments of \$99.75*

WALK-UP PRICES:
EAA Members: \$385 | **E-Z Pay: 4 payments of \$96.25**
Non-EAA Members: \$425 | **E-Z Pay: 4 payments of \$106.25**

DAILY GROUND TOURS:
Held after flight operations have stopped for the day.
Families: \$15 per family (adults & children under 18)
Adults: \$5 (*FREE to ALL Veterans & EAA Members who join or renew on site that day)
Children under 8: FREE (accompanied by a paying adult)
Special group rates are made available for schools and large tours. Limited availability. Please call for group reservations.

Salute to Veterans

Fly the Fortress!

EAA's B-17 Bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of World War II. You can see and tour this historic airplane — and actually fly a mission!

Mission:
Hillsboro, OR
May 21-23, 2010

Target:
Portland-Hillsboro Airport
(KHIO)

Location:
3301A NE Cornell Road
Hillsboro OR 97124

Mission Times:
10:15 a.m. 11:00 a.m. 11:45a.m.
12:30 p.m. 01:15 p.m.

Special Instructions:
Free Young Eagle flights May 22 and May 23 in General Aviation and Experimental Aircraft.
See www.eaa105.org

For reservations & inquiries call 800-359-6217

Visit www.b17.org or send an email to b17@eaa.org for more mission details

Photo taken by: Mizzi Bowers ★ [imageworks.com](http://www.imageworks.com)

All dates and times are tentative and subject to change due to weather or other causes. *These prices are for advance bookings only. Once the B-17 is on location at the current tour stop, advance ticket sales are no longer available for that stop.

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EAA Chapter 105

April 2010

Board Meeting Highlights

The monthly meeting of EAA Chapter 105 was held on 18 March, 2010 at the chapter's hangar (G-1) at Twin Oaks Airpark. The meeting was called to order promptly at 7:00.

Attending this evening were: Steve Payne, Len Kauffman, Michelle Smith, Ron Singh, Bob Duncan, Rion Bourgeois, Roy Thoma, Bruce Rose, Dick VanGrunsven, Joe Miller, Jim Miller and John Jessen.

- First order of business, as usual, was corrections to and adoption of the February minutes. The minutes were circulated ahead of the meeting and were adopted without further adjustments

- **Review of action items:**

- Most items have received no further attention since the last meeting

- John noted that he'd sync'd the website contact info to that in the newsletter. One further update to be done was noted

- Len made a point at the last breakfast to get the regulars together for a group shot. New material is available for the NL and website

- **Website**

- The domain renewal has been taken care of

- In the past we've paid \$3/yr for 'Static IP.' John argues that there's really not much benefit. The board agrees with John's suggestion to drop that extra feature

- John also suggests bumping up the GoDaddy (domain hosting service) to a three year subscription. The plus is a better rate (I assume) and less fumbling and putting off the next expiration for a longer time. The risk would be deciding after a year that we'd like to move the domain. The risk seems low and the board agrees with John's suggestion

- Benton recalled an email from Randy Lervold saying that a forum SW upgrade is available but we're not obliged to buy it, can continue using what we have for no additional cost. Said he'd confirm. [Done]

- John is interested in pursuing an upgrade to the SW he uses maintain the chapter website. (Benton had pointed out 'techsoup.org' as a place that gives or sells at steep discount SW to non-profits. John said he checked on what he was after and the price would be ~\$150-200 (vs. > \$1000 retail) but requires jumping through some paperwork hoops. He is interested in continuing the chase

- John also suggested adding a 'photo gallery' feature to the website that the members could use to upload their own photos. He said the SW he has in mind costs ~\$35

- The board voted to approve \$200 for John to purchase the two applications he described

- John also says to facilitate folks getting their photos uploaded he'll accept digital photos or will scan printed photos for members

- Wider discussion: How do we keep the information on the website fresh and interesting? Ron points out that there are several areas with stale or wrong information and suggests that the 'lead's for the various activities look in on the areas periodically and make suggestions to John, who can handle the updating if he knows what needs changing

- Also, traffic on the forum has never grown to a level we'd hoped for. Would a brief presentation at a meeting help? A little show-n-tell to get people over the start-up hump?

- A suggestion was made to put a calendar feature on the website or link to a 'Google Calendar.' BobD suggested a line-by-line listing rather than a calendar grid, as they're easier to scan. [Also, since most av-events happen on weekends, 5/7th's of the space is wasted on a grid...] This ties in again with Bruce and BobD's earlier interest in producing an upcoming event calendar

- Member contact info referrals: This came up in the website discussion because that seemed like it might provide a solution. Ron says he receives regular requests for contact info for members, sometimes from other members, other times from outside folks. He was thinking perhaps posting an e-roster to a member's-only area might be a solution. John offered that setting up a restricted access website area is doable but offered that

once something like that is posted, it *will* be reposted and/or abused

- Benton suggested that the paper rosters require at least someone to manually re-type the e-addresses to abuse our directory

- Also Randy used to, from time to time, distribute the roster information in the form of a .pdf file, though locked, I (Benton) think, so that the text can't be cut-n-pasted from it. (At least that's possible to do, if we want to distribute a .pdf in the future)

- Ron says he'll continue for now to handle the requests on a case-by-case basis, helping chapter members and mostly denying outside folks

- **Hangar Improvements:**

- Question was asked whether we need to invest in more tables and/or chairs for G-1. The 'hangar events' are beginning to catch on and at the last event we occupied all of the folding chairs and left people standing. We've had three events so far with seven more anticipated for the rest of the year. Everyone thinks the hangar events have been fun for members and the spouses. Two movies and Mike Kincaid's talk (story telling) in March. Ron says he's okay with bringing down additional tables and chairs from the main hangar as needed

- Projection screen discussion reopened. Ron suggests we get a largish (by home standards) screen -- maybe 10' wide -- to be mounted on the hangar south wall, and hung such that all the stock along the wall (frige, shelves) won't interfere. Ron suggests he thinks one should cost ~ \$300. Board votes to authorize Ron to spend up to \$400 to procure a suitable movie screen for the hangar

- Barbeque grill replacement. Our current gas grill is on its last legs. One member may have one he'd donate. Bruce offers that he has a spare propane tank. Question asked: Would we anchor it to the pad outside, or plan to wheel it inside the hangar when not in use? Inside storage all agree

- Benton recalled an offer from Bob Stark to finance construction of a couple picnic tables if we'd provide the labor. That's been a while and Benton will touch bases with Bob to see if the offer stands and what he under-

stood the offer to be

- **Safety Coordinator**

- The latest Nall Report from AOPA-ASF has relit a determination to add a safety component to our meetings and newsletter. (Len's column was/is good but one guy can't be expected to carry that load all the time.) DickV has written on safety topics for the RVator when some event suggests. Dick suggests a good, short, concise topic to talk about for a few minutes at meetings operating under a structure that will encourage us to keep it going regularly and consistently

- JohnJ asks whether we've given any more thought to the suggestion from the Jan 'retreat' board meeting that we make the general meetings a little more structured. Adding a Safety topic at each meeting sounds like part of that evolving, revamped structure

- Benton suggests having a TC and/or FA talk about what they do to help

- BobD suggests a DE from Eugene (Crimson?) could perhaps fill a meeting by himself

- **Next Meeting**

- The next meeting will be at Leighton Mangels hangar at HIO, and will feature Tom Gourley on building instrument panels

- **RV-12 Chapter Project**

- (Dick) A group of interested folks had a meeting on Saturday at the Taco Feed hangar event. Had a good turnout. Project is moving forward, kits are ordered. Discussion around how many owners might be involved. Someone checked on insurance and found most carriers won't cover more than five owners. Latest news is that AOPA might cover a larger number. The group already has several people willing to step up to a 1/5th share, and others ready to join in at a 1/10th share. Another meeting is scheduled for the folks ready to make a financial commitment

- Work space - Neil Arney can move his plane, currently in G-3, to G-1 or back to the tie-downs, letting the builder group use G-3. For tools, the builder group could buy them (but how to divvy up at the end?) or could use their own tools -- or the chapter could buy

them, with the understanding that they'd remain the chapter's tools after the build. Dick estimates they might need \$500 worth, in addition to what is already available; the chapter already has many of the useful power tools

- Rion notes that the screen (see Hangar Improvements) and tools might well fall under the pre-approved budget hangar maintenance. (Toolmeister Mike also has a tool budget, but that's for loaner tools -- different)

- BobD moved we approve \$500 for hand tools to be owned by the chapter, for use on projects and available to the RV-12 build group, to be spent at the discretion of the RV build supervisors. The board voted approval of the motion

- Ground rules are being established: The project is off-limits unless working with one of the appointed supervisors

- (Propmeister) Bruce asked a procedural question on prop-balancing customers being chapter members, which implies nat'l members. Didn't note where the rest of the question and replies/discussion went

- To close out the meeting, Rion presented a summary of the what and why of the insurance the chapter buys from EAA-Nat'l. It's more involved than I was ready to take notes on. Suffice it to say that Rion handles a pile of paperwork to make sure our chapter events are insured, for the protection of the chapter members and board

- The question of whether our insurance coverage is appropriate was tabled, pending further consideration and discussion

- **Hangar and Fly-Out Events**

- It's customary for the hosting chapter to take the visiting B-17 crew out to dinner when they bring EAA's bomber to town. One suggestion for this year is rather than take them out to a restaurant (when they've probably been eating at restaurants since joining the tour) to instead have a hangar night at TwinOaks G-1 and present them with a potluck/barbeque. In the past we've done the dinner out on Thursday, but maybe we could move the event to Saturday to allow more members to join in

- **EAA's B-17 Visit - HIO - May 21-23**

- (Head honcho) Dunstan's going to be less available than in previous years, so we're going to need an 'active' assistant to help out with the organizing ahead of and during the event. If we can fill in the foreman positions from past year's crews and back fill the teams it should work out okay. BobD will talk to RonP about the number-two position

- **The NW RV Fly-In - SPB - June 19**

- Steve attended this evening to discuss the preps

- He says Joe Blank forwarded a nice task list, volunteer list, supplier list, etc

- It's critical that we find someone to design the new shirts by April and place the order by May to stay on schedule for having them available at the event. Steve has talked to a couple people but none have signed on yet. There were suggestions for places to get the shirts printed; BobD will touch bases with someone he knows in the soaring club. We'll need ~100 shirts, four color printing on one side

- We'll turn the lunch operation over to chapter 902 again if they're willing to help. Same deal as before, they handle everything and keep the proceeds of that operation

- We can also start looking to get the event listed in the various av-event calendars

- Tables and Chairs can be brought from the chapter hangar, as in past years. Joe volunteers his truck/trailer again and Benton will help with loading, setup, take-down and equipment return

- **Rogue River Fly-Out - June 26-27**

- \$118 for the jet boat fare and dinner o Four of the reserved rooms are taken

- **Nehalem Bay Fly-Out/Camp-Out - June 5-6**

- RonP talked with the local park ranger o No reservations accepted for airplane camping o Plan is to fly out following the 105 breakfast o Michelle suggests maybe we could coordinate a pot-luck

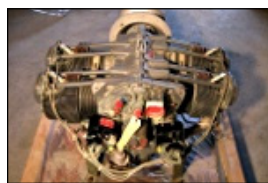
- **Orofino, ID Fly-Out - August 14**

- Jerry went ahead and blocked out the hotel rooms since they didn't require a deposit

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After 5 years I finally finished my RV-7A. Turns out, however, I must sell it. The airplane is presently located at the Synergy Air hangar at Mahlon-Sweet airport, Eugene, KEUG. Contact Jim Platz: 541-548-9901 [06/10]

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



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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.

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

February '10

- Dick VanGrunsven / Chapter 105 Hangar Dilemma / Challenge
- New Members—James Bagley, Jr., Jim Frisbie
- Dick VanGrunsven / TeenFlight RV-12 Status — Help Needed
- Benton Holzwarth / Stephen Rosenstock's KR-2S Project
- Saturday Night at the Movies

March '09

- Ken Howe / Hangar Event: Movies and Chili
- Roy Thoma + Leighton Mangels + Benton

Holzwarth / Leighton Mangels on Fiberglass

- Sandy Bes / Living the Rock Star Life or The Beauty of Flight and Homemade Gravy in Puyallup

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

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Team RV-12, the chapter's build-project group brought the vert tail skin up to the main hangar for the April breakfast, collecting signatures and wishes for successful construction and flight.

Next General Meeting + VAF-Home Wing / Chapter 105

- Tom Gourley on Instrument Panels
- Thursday Apr 8th @ 6:30 / 7:00 PM
- Leighton Mangels' hangar at HIO—Map on pg. 3

Next Hangar Event

- Dessert Pot-Luck!
- Movie: The Great Waldo Pepper
- Thursday Apr 17th @ 6:30 / 7:00 PM

Next Board of Directors Meeting

- Thursday Apr 15th — 7:00 PM
- Twin Oaks hangar G-1
- Contact a Board Member if you have ideas you'd like considered or would like to attend or volunteer for an event!

EAA Chapter 105



To:

First Class Mail

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