

# EAA 105

PORTLAND OREGON



May 2010



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

## Loose Bits

- Industrial shelving

**Team RV-12**, the chapter build-project going together in our Twin Oaks hanger G-3, would like to add another partner to make a 5-way split in the ownership of their RV-12 project. Check the latest progress and contact them on their chapter forum area — [www.eaa105.org/Forums](http://www.eaa105.org/Forums)

**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](mailto:spayne@alum.mit.edu)

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## Breakfast KP Duty

### Saturday, May 1<sup>st</sup>, 2010

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Andrew Cleveland	Steve Rosenstock
Bob Duncan	Terry Smith
John Jessen	Chris Stone
Dave James	Art Waldal
Ken Rentmeester	David Wallway
Ron VanBladeren	Carl Weston
Richard Vanderford	Robert Yeager
Dick VanGrunsven	Alicia Peacock
Jerry VanGrunsven	Ryan Amendala
Stan VanGrunsven	Bill Anderson
Bruce Eicher—Cashier	Dan Benua

### Saturday, June 5<sup>th</sup>, 2010

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Wendell Foltz	Ed Hayden
Jake Thiessen	Dan Miller
John Tompkins	Jan Novak
Kim Vermilya	David Sellers
Don Wentz	Al Strickfaden
Robin Wessel	Robert Toppel
Mike Wilson	Ken Warner
Dale Wotring	David Woboril
Jim Ashford	Steve Young
David Atack	Brent Anderson
Richard Suffoletto—Cashier	Edward Arthur

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



## Bogardus Little Gee Bee Restoration Project

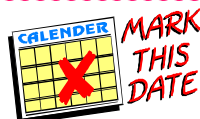
Norm Durrell has produced a DVD history of the Chapter's restoration of the Bogardus Little Gee Bee, now on display at the NASM Udvar-Hazy Center at Dulles Int'l Airport. If you'd like a copy for your library, contact Norm: [durrelln@verizon.net](mailto:durrelln@verizon.net) \$10-

Bob Duncan reports our **Grants Pass Fly-Out / Rogue River Jet Boat Trip** is nearly filled. Once our reservations are covered, you can try to contact the hotels and jet boat folks about additional space.



## Next Meetings

- **May 13<sup>th</sup>** Thursday—Next Meeting: Van's Aircraft, Aurora Airport — map on pg. 3
- **May 20<sup>th</sup>** Thursday—Board Meeting at Twin Oaks, Hangar G-1
- **May 21<sup>st</sup>** Friday—Kabob BBQ Potluck w/ EAA's B-17 Crew @ Twin Oaks G-1— info on pg. 4
- **May 22<sup>nd</sup>** Newsletter Deadline—NL article contributions and ads are welcome at anytime, but may be held up if received after the deadline.



## On the Cover

A '97 Aviat A-1 'Husky' shares with several of Bob's planes.

Bob Stark's lower hanger

## Meeting Coordinator:

**Dunstan Fandel**

dunstan.fandel@sun.com

503-614-9737 (H)



**Program:** Van's Aircraft Night

**Location:** Van's Aircraft, Aurora Airport

**Date/Time:** Thurs, May 13<sup>th</sup>  
**Socializing @ 6:30 PM**  
**Business @ 7:00 PM**

## Description:

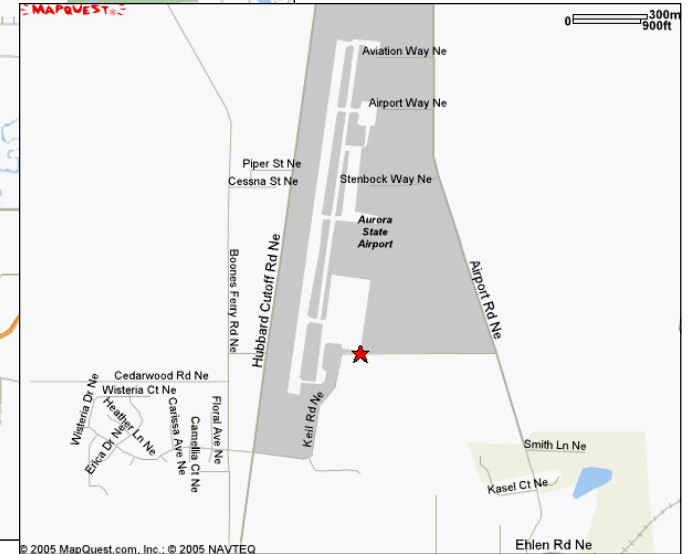
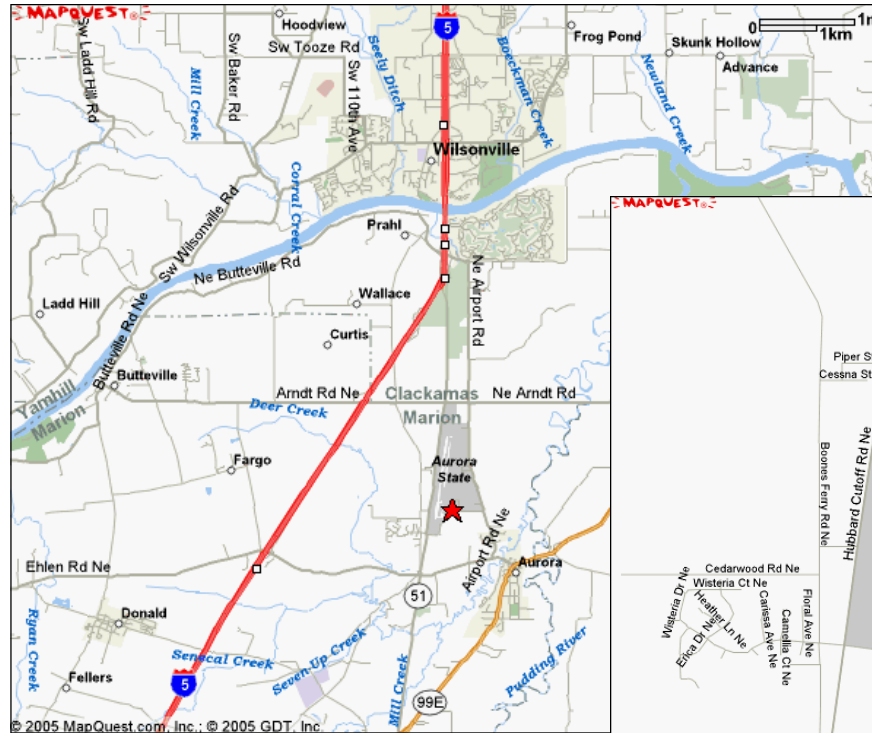
It's always a good night when you can get on over to the home of Van's Aircraft and, because you are a member of EAA-105, you, the privileged few, can get a glimpse at what's behind the big skunk work's door, what's cooking, what's on the drawing board, what's coming down the pike, what the RV-21 will actually look like! Of course, if you believe that load of Aurora hogwash, I've got a real nice bridge to sell you out there in Brooklyn.

No, I doubt we'll get a peak at the latest, but at least you can see how things are cut and punched and shelved and packaged and shipped. Plus you get to ask questions, and you get to see what you hope will be your plane one day. Peak at the RV-3's 4's 6's 7's 8's 9's 10's and 12's. Eat some pizza. Talk shop. Place an order. What more is



## 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).



there to do on the 2nd Thursday of May?

## Directions

**From Portland:** Take I-5 South, take the Canby/Hubbard exit (exit 282A), continue south approximately 2.5 miles, turn left on Keil Road (before the 2nd stop light); Vans is on the left, about 1/4 mile from the intersection.

**Flying:** Aurora (FAA Airport ID KUAO) is well-lighted so its a good night-flying destination for those who are so inclined. Van's is the large factory building near the south end of the field. Take the taxiway turnoff at that end, jog left, then right at the second taxiway you come to, taxi east between the blue hangars (taking care to avoid obstructions and holes that are right next to the taxiway), park in the center of the paved area or in the grass but NOT in the parking lot (cars go through there too).

## Future Meetings

- June—Parkside Airpark, Battleground

## About the meetings...

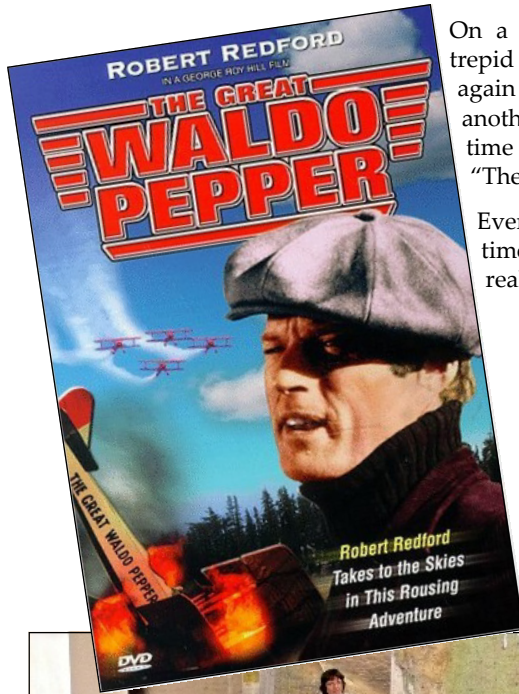
Meetings are the second Thursday of the month, starting at 7:00pm (or a half hour earlier for socializing), unless otherwise specified and are typically at the site of someone's experimental aircraft project or hangar.

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!

## Previous Hangar Event Recap Movie: The Great Waldo Pepper



On a cool evening in April, the intrepid Chapter 105 critics circle once again met to share the experience of another fine aviation event – this time sampling deserts and viewing “The Great Waldo Pepper.”

Everyone seemed to have a great time and these hangar events are really catching on –



## Next Hangar Event BBQ Kabobs & Potluck w/ EAA's B-17 Crew

Date: Friday, May 21st

Time: 6:30 PM

Location: Chapter Hangar – Twin Oaks G-1

Event: Get Together with the EAA B-17's Crew Grilled Kabobs / Potluck

It's traditional for the hosting chapter to take the visiting B-17 pilots out to dinner when they come to visit. This year, we thought we'd change things up a little and treat them to a feast at our own chapter hangar. That just seemed like it'd give more of us an opportunity to get to meet them and make them feel welcome.

The May hangar event will be an evening of relaxation with the EAA's Aluminum Overcast's crew, in from a day of hauling folks around the west-side.

We'll be christening our new chapter grill, fixing kabobs. **Coordinate with Michelle Smith (michelle.smith @eaa105.org or 503-646-2144 hm) if you'd like to bring a side dish, or we'll have the hat out to collect a couple bucks if you'd rather just keep it simple.**



Another good turnout for April's Hangar Event movie. Right: Last year's B-17 visit

## Chapter 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](http://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](http://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

## LAST NOTICE!

MAY 28th is the cut-off date for signing up for EAA 105's Grants Pass Fly-in and Jet Boat Trip down the Rogue scheduled for Saturday, June 26th. The Jet Boat Trip is reserved seating in advance. Over half the seats have been taken, only a few left so don't delay, contact Bob Duncan (503-970-3092) ASAP to reserve your seats on the boat and dinner on the river.

# Tom Gourley on Aircraft Wiring

Benton Holzwarth

Bruce Rose, acting MC, brought the April meeting at Leighton Mangels' hangar on HIO to order with the usual business –

For milestones Roy Thoma has RV transition training scheduled with Mike Seager and a new engine for his plane running at Lycon, near ready to ship. Jon Crew spoke up for Team RV-12, building a group project in the chapter hangar, G-3 at Twin Oaks. The rudder, elevator and stabilizer are coming together.

## Safety Brief

Inaugurating our new meeting safety segment, Dick VanGrunsven gave some background and our object going forward. The plan is to rotate through volunteers that will take a few minutes to present a safety message on a topic of their choice. The topics can be based on

## Safety Brief

Bob Duncan

As part of EAA 105's effort to promote safety and keep it in the forefront, and pursuant to Dick VanGrunsven's encouragement, it has been decided that at each meeting a selected member will make a 10 minute presentation on a safety topic to the group. This presentation can be from a personal safety event or experience that you'd like to share or from one of the many safety subjects.

Here is a list of those who have volunteered to make a presentation at one of the future EAA 105 meetings:

May	Bob Duncan
June	Ron Poe
July	Jerry VanGrunsven
Aug	Dan Benua
Sept	Laird Smith
Oct	Len Kauffman
Nov	Rion Bourgeois
Dec	(open)

reading, personal experience or whatever suits. By rotating the responsibility around, we gain the benefit of a wider range of flying experiences and types. The first order of business was to fill out a schedule of presenters for the next six months, and with a minimum of cajoling, that was quickly completed.



Dick continued with his chosen safety topic for the evening. We can always be safer. Professional pilots get recurrent training, and use checklists religiously. As recreational pilots, we may not. There is material available on the FAA's and a

host of other sites. Taking a cue from the latest AOPA Nall Report, Dick explained that even if one wants to argue with the statistics and methodologies, the report provides much food for thought. Dick elected to speak on the topic of Maneuvering Flight.

Though it's not specifically defined, the Nall Report holds that homebuilts have a higher incidence of maneuvering flight accidents. Does it include aerobatics? Homebuilts fly a higher proportion of aerobatics than the conventional GA fleet.

But consider, the maneuvers we practiced during our primary training in a Cessna 150 may not have been repeated, even though we're now flying RVs. Think about 'Turns about a Point,' (Dick demonstrating with a small aircraft model and his able assistant Joe Miller in the role of 'the point.')

So imagine we're scooting along in our airplane that flies a significant increment faster than that '150, maybe stalls at a higher speed, too. Something is noticed on the ground that needs a second look, so we roll into a bank and begin orbiting. Because of our current mount's faster speed, we bank tighter to maintain a reasonable distance to the object of our curiosity. We're also flying

lower than we might in cruise, to get that better view.

Now throw in a little wind drift and we're alternately tightening and relaxing the turn, running the G-load up and down. With attention focused on Joe, or whatever is at the center of your turns, you may not notice the subtle hints that your plane is nearing its stall at the tightest part of the turns.

As long as we're flying coordinated, when the accelerated-stall comes, the airplane's nose will fall straight through and you may be able to recover before arriving at ground level. Throw in a little skid -- uncoordinated flight with some pro-turn rudder included 'to help the turn' -- and the stall may be accompanied by a quick flip onto your back, dramatically reducing your chances of a successful recovery.

So what can you do to reduce this risk? Practice, starting at an altitude that provides plenty of room for recovery. Insure you're staying coordinated, unless you really are out to work on those aerobatics. Learn what those turns feel like, when flown near the edge of the envelope, in your current plane. Could you impress your first instructor, today? Can you fly to Practical Test Standard level?



**Tom Gourley**

With that, Tom Gourley was introduced. Tom is an electrical engineer, and has worked on aircraft electrical systems for years. He offered a wealth of tips and tricks in his wide-ranging presentation.

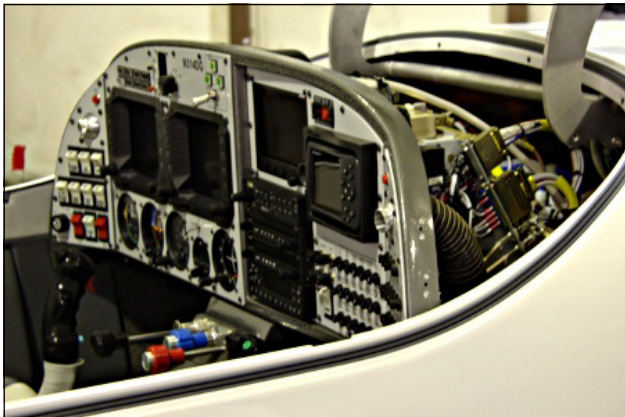
The session opened with a few words about wiring and its current carrying capacity. There are charts with wire gauges and current ratings at Bob Nuckols' website ([www.aeroelectric.com](http://www.aeroelectric.com)), but we were also warned to consider 'free air' ratings where the wire can dissipate heat vs. tight bundles or conduits where the wire has less ability to shed heat and therefore should be over-rated for the application. Always use Tefzel insulated wire; non aircraft-type wire, with other insulation types, may give off toxic fumes in an overheat or fire situation.



Tom Gourley on the left, talks with a couple folks before the meeting gets under way.

On the wiring itself, Tom recommends always reserving black insulation for ground runs, and red for 'power' -- your 12 or 24 V -- except battery cables that are hard to find in anything but white. Then orange or yellow, etc, downstream from the switch to the device.

Good sources for wire, crimp-on connectors and assorted electrical hardware are SteinAir ([www.steinair.com](http://www.steinair.com)) and don't overlook the local companies like Pacific Coast Avionics ([www.pacific-coast-avionics.com](http://www.pacific-coast-avionics.com)) on the Aurora airport and Columbia Airmotive on Troutdale airport. 'Surplus Gizmos,' out towards Cornelius Pass has a variety of odds and ends as well. Aerocraft Parts



A photo with the works behind the panel exposed shows how much wiring it takes to light everything up.

([www.aerocraftParts.com](http://www.aerocraftParts.com)), the Lancair store, has good prices on breakers.

Labeling your wiring is one of those things that adds a little time up front, but pays dividends down the road. Some ideas for labeling are products from [www.cableMarkers.com](http://www.cableMarkers.com). They have a variety of labeling as well as colored heat-shrink tubing. If you're hand-noting cable numbers on heat-shrink with a fine-point Sharpie, make the note before shrinking, since you can read smaller numbers than you can write.

On the topic of breakers and fuses, Tom notes that the protection is installed to protect the \*wiring\* not the equipment. If enough current is being drawn through the wire, either the equipment is already toast as it's drawing too much power, or the wire was under-rated for the duty. Asked about the Vertical Power ([www.verticalPower.com](http://www.verticalPower.com)) power control panels, he didn't have anything particularly against them, but is himself more 'old school,' and prefers discrete switches and breakers. One advantage of breakers over fuses is their convenience for ground testing.

On the subject of 'Poly Fuses,' self-resetting fuses, he makes the point that sometimes you'd like to leave a piece of gear off-line. A couple people piped up with practices in the airlines or military -- a story of a DC-9 crew that held on a breaker controlling power for a flush toilet. The resulting fire caused the loss of the aircraft and the deaths of half the passengers. Likewise, another person related their military regulation that one breaker-reset was allowed while in flight and that was changed to NO breaker resets shortly before their retirement, unless the system is flight-critical. This all underscores how important systems breakers are and that if/when they pop, it's usually for a reason best sorted out on the ground.

For antennas, RG-58 cable is commonly used. RG-400 (or comparable) is recommended. It has better shielding and lower loss at higher frequencies, so is especially suitable for GPS antennas, etc. You do need to use the right type of end fittings for the cable type.

If you're going to need very many cables, the economics of learning to make your own and buying the tools once vs. paying an avionics shop to make up each cable quickly tips towards making your own.



Bob Duncan photos of our guest PT-22 at the March pancake breakfast. Jerry VanGrunsven ID'd the pilot/owner as Kenny Chapman, noting he flies for Erickson Air-Crane.

Aeroelectric Connection has good reference material on radio grounding strategies. Coax shields should only be grounded at one end of the wire, and typically insulators are needed to separate headset jacks from the panel they're mounted in to avoid ground-loops. SteinAir has good prices but a more limited selection of coax connectors. Pasternak ([www.pasternack.com](http://www.pasternack.com)) has \*everything\*.

For crimp-on terminals, Tom likes Amp PIDG terminals. They have a crimp area for the exposed conductor, and a second crimp that closes on the insulation providing strain-relief. They're color coded according to the wire size range they work with.

Many of these crimp connectors, coax fittings, etc, require special crimping tools to apply, with ratcheting handles that ensure the proper crush is applied to the terminal. A saving grace is that some of the tools have changeable dies so that one handle can serve for, say, terminals and coax fittings. Also the mechanical wire strippers that hold the wire while cutting and pulling the insulation are nice. Properly adjusted, they won't nick the wire, but do check for nicks that will reduce current capacity and form a stress-riser that encourages fatigue failure.

You can use cheap NAPA or hardware store terminals for bench testing to save money, but ensure they don't get into the final product. Also when wiring up the system, leave a 'service loop' of extra wire. This can be very

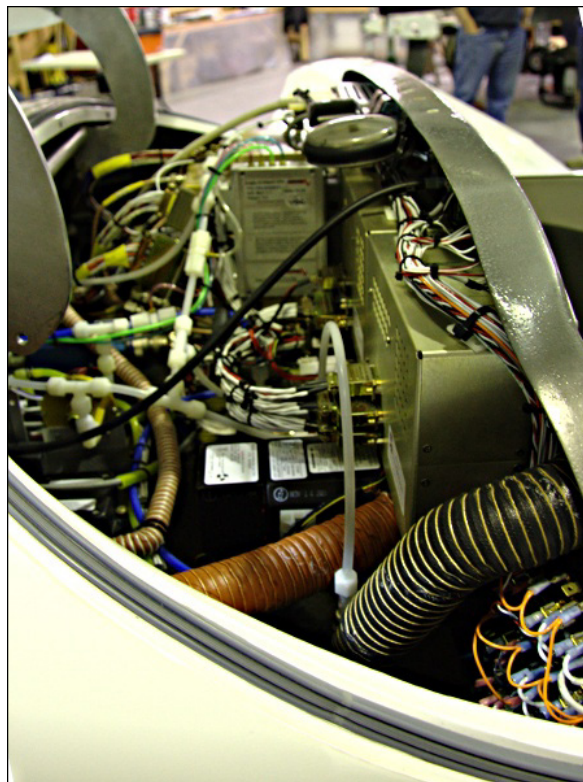


A good group of members turned out on a dark evening for our April meeting at Leighton Mangels' hangar on HIO.

handy when, for instance, chasing down a problem with a thermocouple, when you can snip off a questionable part and attach another without having to pull another full length of wire in, or splice in a short length of wire.

For data and multiple wire harnesses, Tom likes either 25-pin d-sub connectors or CPCs. CPCs are Circular Plastic Connectors -- a redesign of the old style 'Cannon' connectors. They come in two ranges, Series-I for up to 16 Ga wire, and Series-II for lighter loads. CPCs provide a very robust, positive connection. Another connector is the 'Deutsch' connector. It's automotive grade and reliable in harsh conditions.

Both the CPCs and d-sub connectors require a special crimper but the wires are crimped onto the pins or receptacles (rather than soldering) and then are pressed into (or released from) a housing with another small tool. Do note that depending on the system, the pin will drop into the housing either from the wire side or not, so be sure you



have the work sorted out before committing to crimping. 'Daniels' ([www.dmctools.com](http://www.dmctools.com)) is the well-known brand for crimpers, but there is a local company, Astro Tool ([www.astrotool.com](http://www.astrotool.com)), that makes top-grade crimpers for about 60% of the price of the well-known company's tools. Astro Tool is on TV Hwy in Reedville.

A panel wiring tip is to use copper 'bus bar' to pick up the power distribution side of a row of breakers, rather than individual crimp terminals. It's easier and cheaper. The copper strap is readily available -- try Van's.

Another handy tool is a 'zip tie' gun, available from Home Depot or others. It makes it very easy to snug up groups of wires into tight bundles. He also reserves a good pair of flush-cut wire-cutters strictly for cutting zip-ties, so they stay sharp and with no nicks in the jaws. He likes to use, for instance, Adel clamps under the cowl, with occasional zip ties to complete the dress-up.

Laser Cutting Services ([www.laserCuttingServices.com](http://www.laserCuttingServices.com)), in Tualatin, has reasonable prices for cutting panels, even one-off jobs. He can design a panel with every screw-hole for every steam gauge and display, keyways to lock in toggle switches, etc, and the panels come out great. Example price for a piece with lots of fancy work is \$200 for a panel cut from 0.090" 6061 aluminum, or \$25 for a small switch sub-panel. He uses either a CAD program or even MS Visio to generate the drawings that they can use to create the part. Tom also does powder-coating and silk-screening for really top-drawer panels.

Other parting thoughts:

Always use an 'intermittent duty' solenoid for starter motors.

Put the master relay as close to the battery as practical. Minimize runs of always-energized (un-switched) wire.

Use 'star' lock washers between stacked lugs.

On the topic of alternators and voltage regulators, your battery is the best voltage regulator.



Above: a selection of crimping tools. Some will accept changeable dies, allowing one handle to set a few pin or crimp types. Below: Tom explains a detail on this panel mockup to Joe Miller, Shannon Miller and John Mates.



# New Members and Members in New Places

[David forwarded his intro several months ago. I have to apologize to David — I moved it to the margin of the composition tool I use (MS-Publisher) while rearranging bits and didn't realize I'd misplaced it until now. —Ed]

David Wallway writes:

I am 37-years-old and self-employed. I own R&D Machine LLC in Vancouver, WA, a small machine shop that does prototyping. I have spent my life building, designing, repairing and improving mechanical objects.



I first took lessons from Wally Olson at Evergreen Airport when I was in college in 1993. I quickly learned that I could not afford to fly and attend college, so I stopped the flight lessons and continued with school.

I have just begun to take flying lessons again and hope to earn my PPL in May.

I met Randy Griffin while doing some machining for the HP Model shop, where he was employed. He offered to take me for a ride in his beautiful RV-8. I was amazed that it was a kit plane and that someone could build such a nice plane in their garage. That started the downward spiral of thinking about building a plane, which I had never even considered before.

I have now acquired all the tools that I need to begin my project. I recently attended the sheet metal basics workshop by EAA in Arlington, WA, and then I hope to acquire my RV-7 Empennage kit by the end of November.

Thanks,  
David Wallway

New member **David Halmos** offers his intro —

I received my PPL in 2003 in Boston, MA (Hanscom Field, KBED) flying the Cessna 152. Upon moving to San Francisco, CA, I flew newer Cessna 172SPs with the West Valley Flying Club and gained great experience with busy airspace around SFO, OAK, and SJC. I enjoyed great VFR flying experiences to Lake Tahoe, Yosemite, Napa, Carmel, and others but the coastal stratus would make flying difficult or impossible at times.

With that in mind, I decided to pursue an instrument rating. I moved to Portland, OR in 2006 and thought that my flying would probably benefit with an instrument rating given the notorious Pacific NW weather. In 2009, I completed my Instrument rating at UAO.

At that point, I decided to join the Hillsboro Flying Club and have been a member since 2009. I fly their Cessna 172 and 182 but an experience in a Van's RV-8 changed my entire view of homebuilts and aviation in general. It introduced me to a canopy, a tail wheel, extremely sensitive controls, an excellent panel of instruments, and most exciting of all, a roll! I was hooked!

After learning a little more about homebuilts, I decided to buy an RV-10 (family is growing slowly) and construction began in March of 2010. I'm excited to begin the building process and a flight to Oshkosh this year should serve to keep the motivation high!

My RV-10 builders log: [www.mykitlog.com/dhmoose](http://www.mykitlog.com/dhmoose)



*"Manufactured by Alex and David Halmos Feb 27, 2010."*



And new member **Bob Venturella** chimes in from over near Battleground: ...my first airplane ride was in an L-2 Taylorcraft in 1965. A pilot at our local airfield gave teenagers familiarization flights, with parental consent of course, and I went for it. It was sort of like the EAA's Young Eagles Program, but much less formal. The flight lasted only 20 minutes,

but I was hooked and began taking flying lessons. Lessons at that time were about \$13 an hour (with instructor). Working part-time after school, I was able to fly about 2-3 times a month until I received my private license.

After high school I enrolled in pre-med classes and my goal at the time was to join the Flying Physicians Association. The Vietnam war sidetracked my plan and I was drafted out of college for not maintaining enough credits. Late in 1968 I found myself in the 101st Aviation Battalion based in Hue/Phu Bai, we were called the "Black Widows". I was assigned to "Charley" Company which was a Huey outfit. I was fortunate to return intact and went back to college to pick up where I left off. Unfortunately, I just couldn't get back in the groove with pre-med, so I shifted gears and went a different direction, thanks to Uncle Sam and the GI bill.

It took a little over 2 years to get all my ratings and I began working as a flight instructor at an FBO in Van Nuys, CA. After a few months the owner promoted me to manager of their Santa Monica operation. Managing the Santa Monica FBO included flight training, charters and aircraft sales. It was a great job and the best part was meeting the love of my life, Alice, who was working on her private at the time. Alice and I were married in 1978 and are blessed with two wonderful children, Brian and Rachel. Besides getting married in 1978, I left the FBO and began an airline career, which I'm still doing.

We moved to the Pacific Northwest in 1998 and our family resides in Battle Ground Washington, about 3 miles from Parkside Airpark. We're currently without wings, but have owned 2 aircraft in the past, a C-170B and a

*Continued on Next Page*

Continued from Previous Page

Grumman Yankee.

My interest in homebuilts began in the early 90's when one of my copilots told me about an aircraft he had just purchased, it was an RV-4 and he loved it! He was a former Air Force F-4 pilot, and told me his new RV-4, in his opinion, was the best overall aircraft he had ever flown. Three years later it was still unpainted because he flew it so much. It looked like one of the RVs you see on a website after the first flight, bare aluminum and unpainted fiberglass. He convinced me to order the info package from Van's and I was just about ready to take the plunge, but got cold feet thinking I would not have the time or skill to build an airplane. Now 20 years later I'm starting to get the itch again, this time for an RV-12.

I know there's a lot of experienced pilots and builders in EAA 105 and I look forward to meeting everyone and participating in the group activities as much as possible.

## Flying Event Calendar

### May

- May 13 EAA 105 Chapter meeting
- May 15 Annual Lane County OPA BBQ, Eugene, OR, Mahlon Sweet Field (EUG)
- May 21-23 EAA B-17 Visit - HIO (Dunstan Fandel 503-313-7109)

### June

- June 5-6 Nehalem Bay Fly-Out/Camp (Ron Poe, 503-756-1885)
- June 11-13 Champion Fly-in, Columbia, CA [www.bellanca-championclub.com/events.html](http://www.bellanca-championclub.com/events.html)
- June 11-13 EAA Golden West Fly-in, Yuba County Airport, Marysville, CA [www.goldenwestflyin.org/](http://www.goldenwestflyin.org/)
- June 12 Anacortes Fly-In, Anacortes, WA (74S) <http://anacortesflyin.com/>
- June 19-20 EAA 105 NW RV Fly-In, Scappoose, OR (Steve Payne 503-313-5594)
- June 26-27 Rogue River Jet Boat Trip (Bob Duncan 503-970-3092) & EAA 725 Breakfast, Grants Pass (3S8) [www.eaa725.org/](http://www.eaa725.org/)

### July

- July 07-11 EAA Arlington Fly-in [www.arlingtonflyin.org/default.cfm](http://www.arlingtonflyin.org/default.cfm)
- July 10-17 Alvord Desert Encampment (Bob Duncan 503-970-3092)
- July 16-18 Jefferson Co Airport Days & Fly-In [www.jeffcopilots.com/](http://www.jeffcopilots.com/)
- July 23 Wings over Baker Airshow, Baker City, OR, Baker City Airport (BKE) [www.wingsoverbaker.com/](http://www.wingsoverbaker.com/)
- July 25 Kiwanis 53rd Fly-in/Cruise-in Pancake Breakfast, Sandy, OR [www.sandykiwanis.org/flyIn.html](http://www.sandykiwanis.org/flyIn.html)
- July 31 Northwest Classics, Tillamook Airport, Tillamook, OR (TMK) [www.tillamookair.com/](http://www.tillamookair.com/)
- July 26- Aug 1 EAA Air Adventure, Oshkosh, WI, [www.airventure.org/](http://www.airventure.org/)

### August

- Aug 2 Annual Fly-In Breakfast, Colville Valley, WA (63S) [Www.wpaflys.org/Chapters/Colville\\_Valley.html](http://www.wpaflys.org/Chapters/Colville_Valley.html)
- Aug 6-8 Harmonica Contest & Festival, Yellow Pine, Boise, ID

Continued on Next Page

**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](http://www.eaa105.org)

**For reservations & inquiries call 800-359-6217**  
Visit [www.b17.org](http://www.b17.org) or send an email to [b17@eaa.org](mailto:b17@eaa.org) for more mission details  
Photo taken by: Mizzi Bowers ★ [imagenetwork.us](http://www.imagenetwork.us)

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.

[www.harmonicacontest.com/](http://www.harmonicacontest.com/)

- Aug 7-9 Prosser Fly-in, Port of Benton (S40)  
[www.wing-nuts.org/](http://www.wing-nuts.org/)
- Aug 14 Enterprise Fly In Breakfast, Enterprise, OR, Enterprise Airport (8S4)
- Aug 15-16 Orofino Fly-in (Jerry VanGrunsven, 503-348-8989)
- Aug 20-22 Oregon Int'l Air Show at HIO  
[www.oregonairshow.com/](http://www.oregonairshow.com/)
- Aug 20-22 NWAAC Fly-In, Vancouver, WA. Pearson Airpark (VUO) [www.nwaac.com/](http://www.nwaac.com/)
- Aug 27-28 Airshow of the Cascades, Madras Municipal Airport, [www.cascadeairshow.com/](http://www.cascadeairshow.com/)
- Aug 27-28 Northwest Art & Air Festival, Albany, OR, Albany, Municipal Airport (S12)  
[www.cityofalbany.net/parks/nwaaf/](http://www.cityofalbany.net/parks/nwaaf/)

## September

- Sept 3-4 Annual Fly-In, McMinnville, OR (KMMV), [www.macflyin.com/Welcome.html](http://www.macflyin.com/Welcome.html)
- Sept 4 Bremerton Blackberry Festival Fly-In, Bremerton National Airport (KPWT)  
[www.blackberryfestival.org/](http://www.blackberryfestival.org/)
- Sept 11 Ontario Air Faire, Ontario Municipal Airport, Ontario, OR (ONO), [www.ontarioairfaire.com/](http://www.ontarioairfaire.com/)
- Sept 15-19 Annual Reno Air Races, Reno, NV. (4SD)  
[www.airrace.org/indexJS.php](http://www.airrace.org/indexJS.php)

## October

- Oct 21-23 EAA Copperstate Fly-in, Casa Grande, AZ  
[www.copperstate.org/csj/](http://www.copperstate.org/csj/)

## Board Meeting Highlights

The monthly board meeting of EAA Chapter 105 was held on 15 April, 2010 at the chapter's hangar (G-1) at Twin Oaks Airpark. The meeting was called to order at 7:10 PM.

Attending tonight Rion Bourgeois, Len Kauffman, Ron Poe, Dunstan Fandel, Roy Thoma, Michelle Smith, Bob Duncan, Jerry VanGrunsven, John Jessen, Joe Miller and Steve Payne.

- The March meeting minutes were adopted as distributed ahead of the meeting
  - Betty Stark popped in to touch bases on the bill for the natural gas tank that the chapter and TOAP share for the main hangar. Rion arranged to meet up with her after the meeting to take stock of the tank fill-level.
  - Next up were the action items:
    - Check acct switch: No change
    - Donated PC upgrades: DonW is still working
    - Policy Manual: No change in the status
    - Young Eagle Poster: A group of Young Eagles put together a really nice display poster and DVD following their flight. This was later presented by one of the young folks at a YE pilots meeting
    - Picnic Tables: Benton will check with Bob on a previous offer to finance some
    - Projector Screen: No change yet in this task. We did discuss the suggestion posted on the forum for an alternative, DIY scheme
    - Gas Grill: The lead we were following for a donation panned out. BobD and JohnJ took up the task to shop up a new one
- Events —**
- **NW RV Fly-In — June 19 (Steve Payne)**
    - No significant changes in the plan
    - Chapter 902 is on board to handle the lunch operation. (Same deal as recent years -- they handle the food op and keep the profit)

- Transwestern has been notified of our event, and confirms fuel will be available
- No one has come forward to offer to handle the shirt development. Steve may yield and do the task himself, to get it underway
- There was some discussion of advertising. The plan at this point is to take advantage of the free listings available at the various av outlets and the VAF and Van's sites
- The typical event shirt is four-color printing on one side, on a mid-range or better quality shirt, ~ 100 copies
- BobD will chase down a bid from someone that does screen printing that he knows from the glider club
- We're not planning an 'organized' Young Eagle event, nor are the other local chapters, so far as we know
- **EAA's B-17 Visit — May 21-23**
  - An Oregonian ad about index card size in the A&E section, Sunday + one daily, will cost ~ \$1000. Tho' they insist ad purchase and columnist coverage are separate things, they do seem to correlate
  - Dunstan was authorized by vote to spend up to \$900 for Oregonian ads
  - Dunstan previously informed us he'd need some foreman help at the event. Bruce Eicher has volunteered to fill the role
  - As in past years, we'll apportion the available seats for the repositioning flight to the B-17's next stop to:
    - The YE pilot w/ most event flights,
    - JohnJ as board's choice for chapter service, and
    - The remaining B-17 vols and YE pilots will draw straws for the remaining four (usually) seats
  - Sometimes spare seats are available on the local flights; taking one of these removes you from the SEA drawing
- **Nehalem Bay fly-out — June 5-6**
  - 2350' paved strip

- Watch for deer - herding advice, buzz strip down one side or the other, if you go down the center, you just part the herd and they regroup in the center again after you pass

- State park/airstrip, RonP notified park officials but no reservations taken

- Dinner plan: BobD will drive his (land-locked) RV over and park adjacent to the airstrip camping area

- JohnJ volunteers to count requests and buy burgers and salads; he'll accept requests as late as at the pancake breakfast, plus NL & Web

- Upcoming meetings

- May at Van's -- confirmed
- June at Parkside -- confirmed

#### Departments --

- Website (JohnJ)

- John looked into the TechSoup SW availability, turns out that Adobe puts more strict limits on who that package can be donated to, and we won't be able to qualify

- John says a useful tool update, paying retail, would cost \$5-600

- Board approves JohnJ to spend up to \$600 to upgrade his web-dev SW

- Will have a Calendar of Events up by next Monday

- Photo Albums coming soon

- The on-line chapter renewal form needs to change Ron's addr to Benton's

- On the contact list, Michelle's title should be changed to Young Eagles Coordinator, to avoid confusion for YE guests trying to figure out whom to call

- Hangar Update (Rion:)

- Tools: The board had approved \$500 for a tool box and tools at the April meeting. Upon checking prices, Rion came back to ask for an additional \$100. Approved

- Insurance claim (due to run-away golf cart) OK'd

by ins. co., not to exceed \$1000

- Chapter Liability Ins (Rion): Currently at \$1M. Can be upped to \$2M or \$3M

- JerryVG observes one risk is people (pilots and guests/YE novices) crossing the runway. One fix for that may be to station someone near the crossing area to help watch for pedestrians vs TO&L traffic. Jerry points out that the problem is as much with adults as kids

- JohnJ suggests a 'safety committee' take a walk-around at the next breakfast to scout out problem areas

- Sandwich boards at pedestrian crossing warning folks to look carefully?

- Could be a topic for one of the general-meeting safety talks

- Breakfast regulars to cover a new 'safety detail'?

- Need to keep Bob Stark apprised of what we're doing as well

- Someone suggested posting an 8-1/2x11 sheet of paper of tabulated safety 'potential problems'

- Breakfast Ops (Len):

- Len will be away the next two breakfasts (May/ Jun)

- RoyT is coming up to speed, covering Char's duty after the first shift

- The Jun volunteer lists will need to be chased while Len is away, ahead of the July breakfast

- A question was raised as to what we decided on matching nat'l's six-month complementary membership; answer was that we'd agreed this would be a good idea and will match. BruceR was to put together a bit for the NL

- It was noted that the chapter's 50th anniversary will be coming in May of 2011. We should start planning soon if we want to do anything special



#### Roundtable --

- Michelle:

- YE event B-17 fly-in, May 22-23

- YE event Pearson, May 29, 9:00-3:00

- Something yet to be set up in Aug; Sep 4 maybe

- Laird Smith suggested running an event at the WVSC glider club. Their board will discuss the idea. Would be glider rides, rather than having the power-team fly out of the North Plains glider field

- Pilot's season opener meeting was held

- BobD: Five spots are filled on the Grants Pass fly-out. He'll forward the 'ad' to the other local clubs to see if they want to join us

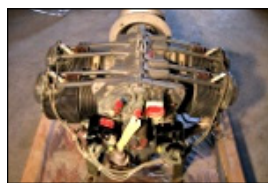
- Jerry asks whether Orofino is actually on the schedule. Everyone agrees that we committed to dates at the 'retreat.' Yes, that's a 'go'

The meeting was adjourned at 9:10

## Buy/Sell/Trade

Ads are free but are subject to editing. Aviation related ads are given priority. We reserve the right to refuse any ad. Submit to the Editor, Benton Holzwarth (Benton@siletzbay.com) or call 503-684-2008. Please let us know when your item sells. Ads will run for four issues (last issue [mm/yy]) and may be renewed or adjusted by contacting the editor.

**LONG-EZ Project for Sale** — Structure 95% complete; lost medical must sell at sacrifice. Lycoming O-320-D3G engine, zero hours SMOH to factory-new limits, with logbook. Also includes fuel injection, electronic ignition, wing leveler, and hangar full of tools, parts, etc., plus 1999 Suzuki 350 motorcycle. \$18,000 for everything - any offer considered. Call Portland/ Troutdale 503-775-8123, or rlyent5@comcast.net [07/10]



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]

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

Mattituck RAM 160 HP Modification; Annual performed May 2008 then "picketed." Immediately available. Pictures available. All logs since new. Presently in Eugene, OR. Hours SMOH - 896 Hrs, Total Time since new 2307 Hrs, No damage - No strikes, ADs current, Compression in high 70s. Accessories: mags, air, starter, carb, plugs wiring, etc. (no exhaust, no mounts.) Fixed pitch land prop - McCauley 1C160/CTM7557M1, matched to O-320-E2D land config with Cessna 172M STCs. Hub, but no spinner. Both are in excellent condition with current engine and prop logs and annuals. Price: \$12,500 FOB Eugene

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]

## Open for Business

### Hillsboro Flying Club

**Hillsboro Flying Club** — located at HIO, 3 great planes, reasonable overnight minimums, airplane keys in your pocket! [www.hillsboroflying.org](http://www.hillsboroflying.org) 503-525-1199

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

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Palk, Chief Flight Inst. 503-329-7380 or 503-665-2823  
**Bill Esther Engraving** — Contact Bill for help with your custom engraving project. See sample work at [http://www.rvproject.com/esther\\_engraving.html](http://www.rvproject.com/esther_engraving.html) ecaps.1@juno.com or 503-851-6375

**Flying Machine Restorations** — Besides painting, FMR, located at Pierce County Airport (Thun Field), offers complete structural repair including fabric recovering.



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

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

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

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## 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.

### 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 '10

- 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

### April '10

- Michelle Smith / Hangar Event: The World of Sea-

planing with Mike Kincaid

- Bob Duncan / Chapter Fly-Out: Grants Pass + Rogue River Jet Boat Ride
- Benton Holzwarth / An Evening Spent with Oregon Aero
- Michelle Smith / Young Eagles: Season Opener
- Dick VanGrunsven / Chapter 105 Safety Briefing Program
- New Members: Dave Pardis & Richard Ebers
- Dick VanGrunsven / RV-12 Group Building Project Update

## Order Your Chapter Name Tag!



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

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

Name: \_\_\_\_\_

2<sup>nd</sup> Line: \_\_\_\_\_

(Please Print Clearly!)

Addr: \_\_\_\_\_

City/St/Zip: \_\_\_\_\_

## "Contact!" Chapter Officers and Staff

Pres., Dir & Member Coord	Ron Singh ron.singh@eaa105.org	503-646-2144 h
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Quartermaster & Tool Meister	Mike McGee mmcgee@pma-engr.com	503-701-6315 c
Dir & Bogardus Trust Liaison	Dick VanGrunsven engineering2@vansaircraft.com	503-678-6545 x327
Ad Hoc Projects	Tom Louris tlouris@comcast.net	503-914-8009 c
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Dir & Young Eagles Coord	Michelle Smith michelle.smith@eaa105.org	503-646-2144 h
Dir & Web Master	John Jessen n212pj@gmail.com	503-656-2255 h
Director	Roy Thoma roy@abornthoma.com	503-708-5794 c
Director Fly-out Coord.	Ron Poe ronald.poe@comcast.net	503-636-7242 h
Director Fly-out Coord.	Bob Duncan n6tu@comcast.net	503-970-3092 c

## EAA Flight Advisors

**Tom Sampson** 503-590-6575 (h) thomas.e.sampson@comcast.net, RV-7/9A bldr, Tigard/7S3  
**Mike Seager** 503-429-5103 (h) 503-429-1562 (hangar) rv6cfi@hotmail.com

## EAA Tech Counselors

**Dan Benua** 503-702-5387 danbenua@yahoo.com, RV-6A & RV-10 bldr, HIO-Ptld  
**Joe Blank** 503-784-9755 jblank6@gmail.com, RV-6 + Taylorcraft Bldr, Molalla-Ptld  
**John W Cox** 503-684-6001 johnwcox@pacificnw.com, RV-10 & Lancair, A&P-IA, Ptld  
**Tom Sampson** 503-590-6575 (h) thomas.e.sampson@comcast.net, RV-7/9A bldr, Tigard/7S3  
**Jake Thiessen** 503-606-0569 jaknjoan@minetfiber.com, multiple RV builder, Independence-Salem area  
**Don Wentz** 503-543-3653 dasduck@comcast.net, RV-6 bldr, Scappoose-Ptld

## Flight Instructors

**James Jula** 503-757-8872 jmjula@yahoo.com HIO + SPB,7S3 — CFI, CFII, MEI—Single-Engine Land/Sea, Multi-Engine Land, High Performance, Complex, Tailwheel  
**Emily Stark** 503-502-2448 Emily@twinoaksairpark.com 7S3 — Primary and Tailwheel, High Perf and Complex endorsements



## Membership Registration / Renewal Form EAA Chapter 105 — www.eaa105.org

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

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

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

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

Name: \_\_\_\_\_

Renewing multiple years: \_\_\_\_yrs, \_\_\_\_ \$total

Address: \_\_\_\_\_

Nat'l EAA #: \_\_\_\_\_

City/St/Zip: \_\_\_\_\_

Own / Fly: \_\_\_\_\_

Home Ph: \_\_\_\_\_

Current Project: \_\_\_\_\_

Work Ph: \_\_\_\_\_

Completed Projects: \_\_\_\_\_

Cell Ph: \_\_\_\_\_

Comments: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_

\_\_\_\_\_



Sportsman builder Bryan Chilson forwarded photos of the two Glasair Sportsmans that attended the May pancake Breakfast. In the yellow scheme is Everett Mellish's ship and Alan Negrin flew his red plane in to our get-together.



### Next General Meeting + VAF-Home Wing / Chapter 105

- Our Annual Sojourn to Van's Aircraft
- Thursday May 13<sup>th</sup> @ 6:30 / 7:00 PM
- Map on pg. 3

### Next Hangar Event

- BBQ Kabob's & Potluck w/ EAA's B-17 Crew
- Twin Oaks in Hangar G-1
- Friday, May 21<sup>st</sup> @ 6:30 / 7:00 PM — Info on pg. 4

### Next Board of Directors Meeting

- Thursday May 20<sup>th</sup> — 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**

**Volume 50/Number 5/May 2010**

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