



EAA 105

PORTLAND  OREGON

July 2010

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

Prop Wash

- 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

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Breakfast KP Duty

Saturday, July 3rd, 2010

7:00 AM — 9:00 AM	9:00 AM — Cleanup
George Bahrman	Ryan Amendala
Jerry Cochran	Joe Blank
Art Cornelius	Brad Bonn
Randy DeBauw	Mark Cattell
Brian Doyle	Andrey Cherepnov
Greg English	Bryan Chilson
Ray Fogg	Jason Cobb
Walt Foster	John Cox
Jan Novak	Norm Durrell
Mike Wilson	John Flood
Ralph Schildknecht— Cashier	Warren Fraim

Saturday, August 7th, 2010

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Shawn Barcnas	John Barker
Chuck Curtiss	Mell Carstetter
Chuck Carlbom	Bill DeLacey
Steve Callaway	Carl Dugger
Garrett Gamitz	Pete Forsyth
Gary Daubert	Brian Freeman
Bill Drake	Chris Stone
Steve Ebmeyer	Dale Fillmore
Bob Eurick	Jim Frisbie
Jon Friedeman	Dennis Fuhrman
Jon Crew — Cashier	Bill Fulgham

The **Oregon International Airshow** is Aug. 21 -22. Let me know if you want to work a 4 hour shift under the EAA canopy, and which shift you prefer. I will set up a schedule and attach to future emails. As usual, you get free admission, parking, T-shirt and possibly lunch.



Thanks, John Polos — johnapolos@yahoo.com



Bogardus Little Gee Bee Restoration Project

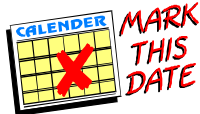
Norm Durrell has produced a DVD history of the Chapter’s restoration of the Bogardus Little Gee Bee, now on display at the NASM Udvar-Hazy Center at Dulles Int’l Airport. If you’d like a copy for your library, contact Norm: durrelln@verizon.net \$10-

Arlington Fly-Mart

EAA Chapter 818 organizes the Fly-Mart at the Arlington Fly-In — July 7-11. They’re soliciting For-Consignment items you no longer need. The 15% fee (capped at \$150, any one item) goes to support the fly-in. Contact flymart@arlingtonflyin.org or call 360-435-5857

Next Meetings

- **July 8th** Thursday—No meeting
- **July 15th** Thursday—Board Meeting at Twin Oaks, Hangar G-1
- **July 17th** Friday—Hangar Event-Art Cornelius and Project 404
- **July 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

A Fleet Biplane sleeps in one of the Parkside hangars.

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

Previous Hangar Event Recap: Twelve O'Clock High

Ron reports the movie was great, with the new projector running well and the new screen now in place.

The good news is that everyone had 'the best seats in the house,' the bad news is that it was a light turnout.



*** Special Note ***

If attending the July 17 event, please use the access road from the upper parking area, behind the paint shop and to the east of the hangar rows. Emily Stark and Kelly Wiprud are holding their wedding ceremony in the main hangar this evening and we should do what we can to minimize our noise around their festivities!

Next Hangar Event: Project 404

Date: July 17th

Time: 6:30 PM Socializing—

Bring snacks or desert

7:00 PM Showtime

Location: Chapter Hangar — Twin Oaks G-1

During the Southeast Asia war, Air Force personnel

were assigned to Project 404, a covert program working with the CIA in support of Royal Lao forces to oppose the Viet Minh (North Vietnamese) and the Pathet Lao (Communist Lao). **Art Cornelius** was among those assigned within Project 404 to work with the Hmong guerilla forces under General Vang Pao in the mountains of Northern Laos. He spent seven months in 1968 flying over a hundred combat hours each month as a Raven Forward Air Controller and advisor to Vang Pao. His slide show chronicles this time, in which he was the only Raven from among his contemporaries to finish his tour without being shot down at least once, or killed. Come listen to his tales and watch the show. It will be fascinating.



George Bogardus Scholarship Awards



Ron Singh

Congratulations to Colin LeMans, Aric Krause, Boaz Allyn-Feuer, and Connell Hawkins! They are the well deserving recipients of the George and Lillian Bogardus Memorial Trust/EAA Chapter 105 Flight Training Scholarship. They were chosen from a pool of six excellent applicants

by a selection panel consisting of Louise Lane, Tom Louris, Norm Durrell, and myself. Thank you panel, for donating your Saturday morning for this worthwhile cause!

Colin LeMans (16) has been flight training out of Twin Oaks and recently soloed. He hopes to take the written flight exam this summer and to find a job to pay for flight hours. He is thinking about joining the Air Force or becoming a pilot for a major airline, but his immediate goal is to get his Private Pilot's License by next April when he turns 17.

Aric Krause (17) is interested in getting a degree in Aerospace Engineering and has been involved in numerous aviation related programs for several years, the most recent being TeenFlight in which he is one of twelve students building an RV-12. This summer he is an intern at



Did you lose a pair of reading glasses at the NW RV Fly-In? A pair was found near the chapter canopy. Call Benton at 503-684-2008

the Boeing plant in Gresham working in the machine shop. Aric has been flight training out of Pearson and will utilize this scholarship through the same flight school and instructor. He is hoping to get his Private Pilot's license this summer.

Boaz Allyn-Feuer (19) has his Private Pilot's license and is in the flight program at Purdue University. He is home for the summer and plans to complete his solo cross country flight curriculum of which he has eleven hours remaining. This requirement is allowed to be met by experience outside of the university. Boaz plans a career as a commercial pilot.

Connell Hawkins (15) wants to solo in an airplane before he solos in an automobile! He started taking flight lessons in 2008 and has logged 6.4 hours so far. He is looking into aviation programs at Portland Community College, Embry Riddle Aviation University, and Purdue University. Connell is utilizing Sporty Aviation's online ground school that he received as part of a Young Eagles flight and will be taking advantage of the 10 hours of flight training (aircraft and instructor) that this scholarship provided. Connell is also a member of the Teen-Flight team building an RV-12.

All the scholarship recipients except for Aric will be utilizing their scholarships through Starks Twin Oaks.

We wish all of them a fun, safe, and successful summer fulfilling their aviation dreams.



Another plane departs following the July pancake and grits festival.

New Runway Crossing Procedure

Notice Number: NOTC2373

Runway Crossing Procedure Change

Beginning June 30, 2010, controllers will be required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route.

"Taxi to" will no longer be used when issuing taxi instructions to an assigned take-off runway.

Instructions to cross a runway will be issued one at a time. Instructions to cross multiple runways will not be issued. An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued. This applies to any runway, including inactive or closed runways.

Changes will also be made to the Aeronautical Information Manual (AIM) and AIP to reflect the new procedures.

Never cross a hold line without explicit ATC instructions. If in doubt ASK!

Reminder: You may not enter a runway unless you have been:

- instructed to cross that specific runway;
- cleared to take off from that runway; or
- instructed to position and hold on that specific runway.

See <jawbreaker URL> aka <http://tinyurl.com/24rg6bq> for the Runway Safety notice.

Click this next link for a video of the change: <http://tinyurl.com/29oh323>

For additional information, go to <http://www.faa.gov/go/runwaysafety>

EAA 105's Orofino Fly-Out Aug 14-15—Orofino, ID

Orofino — www.orofino.com — is another great fly-out destination snuggled in the mountains of north central Idaho on the Clear Water River that flows out of Montana. This beautiful mountainous area is full of crystal clear rivers, babbling brooks and turquoise lakes. Orofino's regional history follows Lewis and Clark, the early mining rushes, and the great lumber industry. Surrounded by wilderness areas on three sides, Orofino is truly a haven for those who desire the great outdoors.

What to Do:

Being a lazy secluded town pretty much isolated from civilization, one must be prepared for a leisurely evening dining at 'The Edge' www.diningontheedge.com or one of the local restaurants in town or maybe make arrangements to enjoy a relaxing float trip on the scenic Clarks Fork river or venture down to Dworshak Dam, located just down stream from the town that offers tours. There is the Clearwater Historical Museum and a difficult 9 hole golf course and fishing on the river. A block of rooms have been reserved for EAA 105 at the Best Western Lodge at River's Edge 208-476-9999.

About the Airport:

The runway is 2500 x 50 ft — www.airnav.com/airport/S68. The hills on the right go up to well over 2000' requiring a higher than normal downwind leg. The bridge to town is barely visible around the bend of the river. The hotel is just beyond the bridge on the left side of the river. Landing on rwy 27 is best done with a higher than normal and extended downwind until past the bridge and then an angled final over the river.

A short video —
www.youtube.com/watch?v=41JMAfcbE
aka tinyurl.com/2afe99t



Nehalem Bay State Park Fly-Out



Bob Duncan

After the EAA 105 breakfast at Twin Oaks on Saturday, June 5th, several of our members flew out to Nehalem Bay State Park. The intent was to host a cook out at the landing strip at the state park but impending weather dampened that effort. However, several hard core members decided to fly out anyway and return before the predicted rains later in the evening. Ron Poe & Bob Duncan, Ron Singh & Michele Smith, Roy Thoma, Brent Anderson and Tom



Louris flew out Saturday afternoon while the weather was beautiful. All departed before sunset except Ron Poe and Bob Duncan who elected to stay overnight, regardless of the weather blowing in from the west. Bob drove his motor home as planned and Ron pitched a tent in the woods beside the landing strip.

As predicted, the rains began around midnight and continued into the morning unabated. While Bob was cozy and dry in his motor home, Ron was floating around in his sleep bag and tent, which proved not to be so water tight. Around 6 am, Bob rescued Ron from his watery entrapment and they headed to the local coffee shop. Having determined that the 800' ceiling prohibited from returning to Twin Oaks with the RV-4, Bob shuttled Ron back to Portland leaving the RV-4 behind in the rain at Nehalem. After the front moved through Monday, Ron returned that afternoon to retrieve the RV-4 and return it to the hangar at Twin Oaks, a bit more damp than when it flew out the Saturday before!!



Grants Pass and Rogue River Fly-Out



Bob Duncan
June 26-27 2010

Saturday morning dawned with Rion and Dru Bourgeois, Ron and Kathy Poe, Bob Duncan (Mary, his wife drove down) and his two sons, Robert and Chris, and Rob and Jenny Hickman all converging at Twin Oaks Saturday

morning to refuel and than to fly down to Grants Pass. Jerry and Judy Vangrunsven flew their RV-10 all the way from Hamilton, MT and were the first to arrive just so they wouldn't miss breakfast. Len and Sheri Kauffman had also flown in earlier. The weather for the Saturday morning departure was clear and sunny with the weekend weather predicted to be warm and sunny, a perfect prognosis for flying and spending a day on the river.

The trio arrived Grants Pass airport later Saturday morning just as the host chapter, EAA 725 was shutting down their breakfast line but opening up for lunch. Dennis Crawford was there to welcome us along with several other 725 members. Joe and Char Miller decided to drive down and joined the group at the airport. Joe Marin and his lady friend, Grace, arrived in his freshly painted RV-6 just in time for lunch. Also, John and Jane Pallister and her dad, Bill Blodgett, Tom and Wendy Hart, Dann Parks and Barbara Hansen all from Battle Ground, joined up with us for the fly-in and jet boat trip. In conjunction



and on into the afternoon.

Dennis and a fellow 725 member graciously provide us with ground transportation to our hotels located right on the river in downtown Grants Pass. After everyone got checked in, we gathered on the boat dock around 4 pm for the planned trip down river. We had reserved group seating so everyone was together for the jet boat ride. At exactly 4:10, we boarded the jet boat and headed down river. Each boat is equipped with three, 454 cu in engines which are each coupled to a water jet that propels the boat very fast on the water, making for an exciting ride!! With all the power at the touch of the throttle, it is inevitable that the boat pilot would get his passengers wet. It wasn't long before we were twisting and turning through the rapids and the wake of other boats to the delight of all on board who were getting a deluge of spray and river water splashed on them. The

with the EAA 725 fly-in breakfast, the local automobile clubs and model radio control club were participating. Grants Pass airport was a busy place Saturday morning



folks up front and setting at the outer edges found themselves pretty much drenched. Ah, but the cool water felt refreshing as the sun was intense making for a nice warm and sunny day on the river.

Beside the thrills and spills, the boat pilot stopped at several locations to point out the osprey nests, bald eagle families and other beauties of nature and shared the historical aspects of the Rogue River and Hellgate Canyon. The area has an interesting history and in order to preserve the environment along the Rogue River, some limitations have been instituted in order to preserve the environment. It is one of the more beautiful areas of Oregon that all should experience.

After an hour of thrills on the river, we arrived at the OK Corral for dinner served country style in a beautiful open lodge over looking the river. After tying up, we all

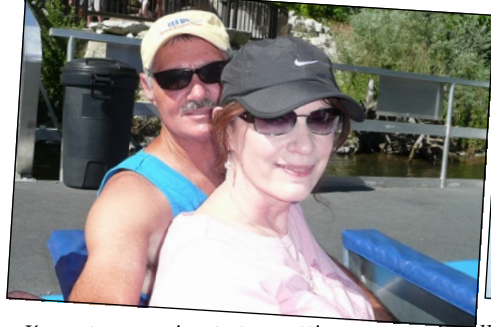
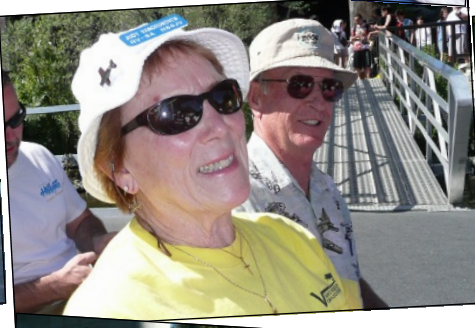
walked the twisting trail up to the lodge where we were rewarded with ribs, chicken, potato salad, all the beer and wine you could drink topped of with a berry cobbler. No one went away hungry; that was for sure!! As the sun was getting lower over the mountains, we all boarded the jet boat for the trip back up the river to our waiting hotel rooms. Several of the troops conjugated at the local watering hole, a beautiful three story log restaurant over looking the river, for a night cap before retiring to the sound of the river flowing by just outside their hotel room.



Sunday morning several folks met up at brunch before heading back to Portland. The weather was perfect so Rob and Jenny, Rion and Dru and Bob and his grandson decided to fly over to Sun River for lunch and a short bike tour of the airport homes. Joe Marin showed up and had lunch at the Trout Shed with his lady friend. Everyone had a great time, the camaraderie was great and besides having been well fed, we all had a great time even though some folks in the party got a bit wet!!

7

Welcome To  Reserved for the party of: **EAA 105**
Country Dining on the Rogue River



*I'm not even going to try putting names with all these faces, except to highlight **Bob Duncan**, above in the yellow shirt that took the lead in organizing this fly-out, captured the photos and wrote up the report.*



Rob Hickman forwarded his memories of the fly-out as well, with a few more of the ride down and back thrown in.

Parkside Paradise

Benton Holzwarth

For our June meeting, we were once again invited to Parkside Airpark (WA87), north of Battleground by its residents. For the first time in my recollection, the weather wasn't delightful for our Parkside visit, but the warmth and camaraderie were as wonderful as always. The Parkside folks always make us feel wonderfully welcome. Their group picnic shelter makes a great cover when the weather is less settled. I counted five planes flown in on this threatening evening, but many drove in as we about filled the picnic shelter -- 50 guests, I suppose.



VP Bruce MC'd the meeting.

Following a nice barbeque and sides dinner -- thanks Chef Dan Miller and Joan, Barbara and Julie -- we got down to the chapter business, with VP Bruce Rose in charge. Ron had called to say he was stuck in traffic and so late he was turning back.



Shannon Miller recounted his ride on the EAA B-17 to Boeing Field..

Bruce covered the usual business: guests, milestones, buy and sell, then offered Shannon Miller a chance to tell his story of scoring one of the B-17 seats on its repositioning flight to Boeing Field, and better yet, logging a half hour of multi-engine B-17 instruction, including time in the left seat, an rare perk when a CFI is available in the right seat.

Brent Anderson related his flat tire experience and learning. Brent had flown his RV-4 over to Twin Oaks to fuel up, but upon advancing the throttle for departure found his plane not accelerating normally and pulling to the right. A quick check found his right-main had gone flat taxiing between the fuel pump and run-up area, and refills from an air-bottle wouldn't hold long enough roll the plane more than a few feet. Pulling it with a main tire flat was not working in the least, either. The wheel was finally changed out for one that would hold air, where it sat, to allow taxiing.

In the shop, the problem tire, a quality Michelin tire, was inspected for puncture damage but none was found. It did show decent wear remaining. Brent asserts he always changes the inner tube with the tire, so this tube was no more than a year or two old. The wheel was split and the Goodyear innertube was found to have failed on its side, having opened up a 'slit' along the flex-line.

Brent's belief is that the tube failed following chafing with the tire, after only a year or two of use, and even though he did apply talc at the previous assembly. He says he aims to keep about 30 psi in the mains, filling to 30-35, and letting them bleed down to the 28 lb area before refilling.



Brent Anderson brought his failed inner-tube for show-n-tell.

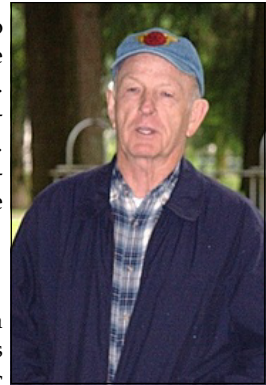
Brent's advice on assembling wheels now includes:

- Always use a *fresh* tube when changing tires, and check the date code on the tube. Brent's was encoded something like 09/37, indicating it was manufactured in the 37th week of 2009. Light, heat, pollution, and time are the enemies of rubber. Minimize the extremes of the environmental issues and buy from a dealer that move enough tubes that the ones in stock are fresh. Rotate your own stock, if you keep spares on hand

- When assembling the wheel, inflate and deflate the tube to smooth out wrinkles, clamp down the wheel halves, then inflate to working pressure

- Use LOTS of talc

- Wheel bearings should also be checked and replaced at the first sign of wear or distress. Brent's showed some minor corrosion at the previous inspection. At this latest close look, the previous small areas of rust were now full-on pits and spalling



Safety Brief -- Ground Safety

Jerry VanGrunsvan spoke for a few minutes with this month's Safety Brief. His chosen topic was to observe that airplane watchers and guests at our breakfasts and other gatherings

Jerry VanGrunsvan presented this month's Safety Brief.

Safety Brief

Bob Duncan

As part of EAA 105's effort to promote safety and keep it in the forefront, and pursuant to Dick VanGrunsvan'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:

July	Ron Poe	Oct	Len Kauffman
Aug	Dan Benua	Nov	Rion Bourgeois
Sept	Laird Smith	Dec	(open)



Three more examples of the delightful aircraft to be found in any given garage/hangar at Parkside. The Widgeon is just waiting for its paperwork, all else is ready to go.



Jon Friedeman has taken on an Italian trainer restoration as his next project.

are often a little complacent with respect to the dangers of moving airplanes and starting engines. Some might be people, often with kids, that are drawn to our grit-fests as a easy way to feed the family and might not be familiar otherwise with airplanes and procedures. Some are our own pilots and their families, that are just a little too casual or distracted.

When that combines with a pilot that can't see well over the nose of his airplane a disaster is a real possibility.

At Twin Oaks, specific risks are the usual ones -- everything from Cessna 'diamonds' due to eyes down around high-wing airplanes to horsing around not hearing/understanding the 'clear' call before engine start.

Twin Oaks also has an above average number of people crossing the runway between the west-side parking and the breakfast hangar. Non-pilots might assume the glance they'd give a country road to assure it's okay to cross may be surprised at the slim profile and low noise a landing airplane presents. Even pilots may find it easy to forget that both the north- and south-bound runways are available at Twin Oaks, even if nearly everyone does the conventional land-north depart-south pattern. 'Nearly' is the operant word, there.

The upshot is that we, those of us in a position to observe possible conflicts, need to be more proactive and assertive than we might if left to ourselves, risk inserting our-

selves into someone else's day, if we see kids, or adults, not paying attention to the things that they need to, when moving around on the grounds. When you see someone preparing to start up, move to a position where you can see their propeller and help them verify it's safe to start. When you see people moving to cross the runway while it's also occupied by airplanes, introduce yourself if you don't recognize them and encourage them to wait for the traffic to clear.

999 times out of 1000, nothing might have come from the people left to themselves. One in a thousand times, you might prevent several someone's days from ending badly.

From there Dann Parks described the projects to be found in the various open hangars and most everyone disbursed for our evening viewing and talking with their owners.



Dann Parks presented the evening's viewing program..

The Nineteenth Annual Northwest RV Fly-In

Benton Holzwarth

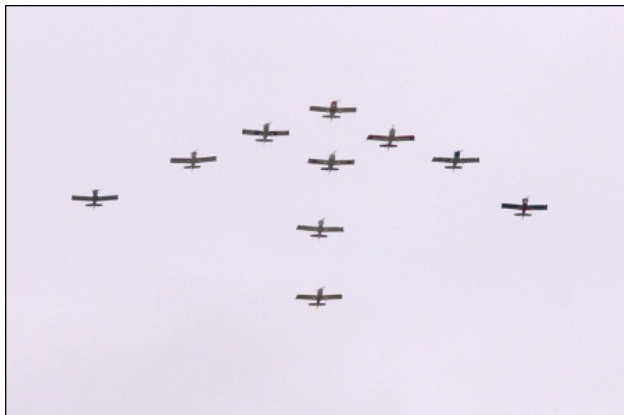
This year's fly-in was marked by unsettled weather. Though no rain fell during the event, the ground was wet and reports were that MVFR was found even from across Portland by folks coming in from that direction.

Just two of the Seattle BlackJack Squadron made it in; they were rigged for IFR.

By my count, about 40 or maybe a few more, RVs attended, about half the total we've seen on recent *good weather* days.

Still the folks that did make it in were enthusiastic, and burger (chapter 902 again handled the lunch operation) and shirt sales were as good as could be expected. And the aircraft displayed were all fine examples of the breed.







Just a few of the many RVs that graced this year's fly-in.

Flying Events Calendar

JULY

- Jul 7-11 EAA Arlington Fly-in
www.arlingtonflyin.org/default.cfm
- Jul 10-17 Alvard Desert Encampment (Bob Duncan 503-970-3092)
- Jul 17 First Annual Jack Lenhardt Memorial Fly-In, Lehardts Airhaven (7S9)
- Jul 16-18 Jefferson County Airport Days & Fly-In
www.jeffcopilots.com/
- Jul 16-18 NW Stinson Fly-In; Grove Field, Camas, WA. Richard Terrell 360-901-5971
- Jul 17-18 Milino OPA Pancake Breakfast, Milino, OR (4S9)
- Jul 17-18 Prosser Fly-In, Prosser, WA. (S40)
- Jul 23 Wings over Baker Airshow, Baker City, OR, Baker City Airport (BKE)
www.wingsoverbaker.com/
- Jul 24 Friday Harbor Fly-In, Friday Harbour, WA (KFHR)
- Jul 24-25 North Cascades Antique Aircraft Fly-In, Concrete, WA(3W5)
- Jul 25 Kiwanis 53rd Fly-in/Cruise-in Pancake Breakfast, Sandy, OR www.sandykiwanis.org/flyIn.html
- Jul 26 Richland Fly-In, Richland, WA (RLD), EAA Chapter 391
- Jul 31 Northwest Classics, Tillamook Airport, Tillamook, OR (TMK) www.tillamookair.com/
- Jul 26-Aug 1 EAA Air Adventure, Oshkosh, WI
www.airventure.org/

AUGUST

- Aug 2 Annual Fly-In Breakfast, Colville Valley, WA 63S) www.wpaflys.org/Chapters/Colville_Valley.html
- Aug 6-8 Harmonica Contest & Festival, Yellow Pine, Boise, ID www.harmonicacontest.com/
- Aug 7-9 Prosser Fly-in, Port of Benton (S40)
www.wing-nuts.org/
- Aug 14 Enterprise Fly In Breakfast, Enterprise, OR, Enterprise Airport (8S4)
- Aug 14-15 Orofino Fly-in (Jerry Vangrunsvan, 503-348-8989)
- Aug 20-22 HIO Air Show
www.oregonairshow.com/
- Aug 20-22 NWAAC Fly-In, Vancouver, WA.

Pearson Airpark (VUO) www.nwaac.com/

- Aug 27-28 Airshow of the Cascades, Madras Municipal Airport www.cascadeairshow.com/
- Aug 27-29 Northwest Art & Air Festival, Albany, OR, Albany Municipal Airport (S12)
www.cityofalbany.net/parks/nwaaf/

SEPTEMBER

- Sep 3-4 Annual Fly-In, McMinnville, OR (KMMV)
www.macflyin.com/Welcome.html
- Sep 3-5 Watsonville Fly-In and Air Show, Watsonville, CA(WVI)
- Sep 4 Bremerton Blackberry Festival Fly-In,

Board Meeting Highlights

Board meeting 17jun10

Attending this evening were Bob Duncan, Len Kauffman, Rion Bourgeois, Dunstan Fandel, Roy Thoma, Jerry VanGrunsvan, Joe Miller and Benton Holzwarth.

Rion presided in Ron and Bruce's absence. As usual, the first order of business was consideration of the previous board meeting's minutes. These were distributed ahead of the meeting and were approved without further discussion or correction.

- YE Event -- Pearson: Next discussion was the Young Eagles event held at the Pearson Museum, across the river from PDX in Vancouver. This annual event is always busy and this year was no exception. Details were limited, but told of over 60 YEs out for their first ride.
- Picnic Tables: Bob Stark had made an offer last fall to finance a couple picnic tables worth of materials for the chapter if we'd provide the labor to convert them into tables. With the delay, and vagaries of memory Bob Duncan touched bases with him again recently to confirm the proposal. The offer is as above, for plans+raw matl's rather than kits, with the two parties splitting the proceeds. We still need to confirm with the Stark's how many tables we're talking about and decide on a plan. Benton has been advocating for a design that folds into a bench or table.

Bob Duncan, Benton and Bruce have been involved in the discussions and are lined up to chase down plans and materials and get the project underway. Benton

Bremerton National Airport (KPWT)

www.blackberryfestival.org/

- Sep 11 Ontario Air Faire, Ontario Municipal Airport, Ontario, OR (ONO), www.ontarioairfaire.com/
- Sept 15-19 Annual Reno Air Races, Reno, NV. (4SD) www.airrace.org/indexJS.php

OCTOBER

- Oct 8-10 Chowder, Blues & Brews Festival-Wings & Wheels Fly-In, Florence, OR (6S2),
- Oct 21-23 EAA Copperstate Fly-in, Casa Grande, AZ
www.copperstate.org/csj/

volunteers to front the money for lumber and hardware and haul to the worksite.

- Website: John was out of town, not able to attend, but forwarded a note that the new web design software is in place and he's ready to get started on the website refresh.
- 50th Anniversary: No news. We continue to monitor other chapter's celebrations, planning for our own next year.
- EAA B-17 Visit: Early returns didn't include dollar information, but the impression is that the EAA and *we* did well enough on this visit. EAA pre-booked four flights and then sold another four on the weekend. Usually, the local flights have an occasional open seat for a volunteer flight around the local area but in this year, the paid flights all filled to the top; there were no local ride-alongs available. Souvenours were reported to have sold 'well enough' on this cold and threatening weekend.

In talking with the tour folks, we learned that the only stop that does better (on the west coast?) is Seattle. We pryed a little at them about what other chapters do and what we could do better. We'd already applied a couple of their suggestions ahead of this year's visit.

Likewise, Dunstan, our on-site lead, has a few suggestions to forward back to HQ, e.g. visit the Portland area *after* Seattle to move the visit two weeks closer to reliable weather and closer to the Rose Festival events.

The weather for our visit was cool and the ice chests opened for a total of six *ICE COLD* drinks. I think we moved as much coffee through the little brewer Dunstan brought as we did in cold drinks.

Upshot is, if nat'l offers a visit next year, we're in!

- NW RV Fly-In: The event is upon us. Steve would like to ensure that the chapter's canopies will be delivered and set up. The schedule is for folks to convene at SPB at 8:30 AM for setup activities.

- Nehalem St. Park fly-out: The fly-out followed the June chapter breakfast. Bob Duncan drove his (landlocked) RV over. The weather report was threatening, so the folks that flew over -- Roy Thoma, Tom Louris, Brent Anderson, Ron Singh and Michelle Smith and Ron Poe mostly returned before the weather closed in.

Ron Poe elected to hold tough and Bob regaled us with stories of Ron's thoroughly waterlogged tent, sleeping bag and everything else after the skies *really* opened up at half past midnight.

Ron received a ride over to the coast a day later in a Champ going the same direction, and was able to return in the -4.

- Rogue River Fly-Out: Bob D reports there are just two seats remaining on the jet-boat ride, 24 signed up, and all the hotel reservations are spent, though folks calling down to make their own arrangements will likely find something.

- Orofino, Id, Fly-Out (14 Aug): 12 reserved spaces remain at the hotel, folks wanting to join in need to be getting their reservations made. Benton will begin to advertise in the next newsletter.

- Flight Scholarships: No status update at this time. (RonS didn't attend.)

- Hangar Clutter: Bruce volunteered to do some tidying up. Almost coincidentally someone called to ask about some parts left behind for Hank Bullock's classic/historic Auster/Taylor that had been removed from his hangar. The two were hooked up before anything unretrievable was done.

Norm will proceed with a new chapter/Bogardus historical poster.

- Holiday banquet:

- Rion checked into Elk Cove Vinyards' meeting room. Learned it would cost \$1100 just for the room, food not included.

- The West Moreland Country Club has fair food and fair accommodations at an attractive price.

- The Columbia Aviation Country Club on the

Aurora airport has been suggested. Previously, the thought was that women would not be allowed, but someone pointed out that upon reflection they'd been to gatherings there with women present. Thought then is that maybe women are not allowed to join the club, but could attend meetings/parties. Len will check into this as a possible venue and any restrictions.

- Warning Signs: An outgrowth of our chapter's renewed emphasis on safety around the aircraft, we've been talking with Bob Stark about having some 'warning' signs made up to be placed conspicuously during our monthly chapter breakfasts.

Rion and Dunstan will scout out locations for a couple signs after the meeting and talk to Bob. Likely places are at either end of the ramp with an admonition along the line of "Parents -- hold your children's hands." Also, a pair on either side of the runway where pedestrians cross over from the west-side airplane parking area, with a message along the line of "Look carefully -- Active Runway -- Landing airplanes are quiet!"

- In a perfect world, this would be a fine 'Chapter Construction Project' for someone to run with. For us on the board, we're finding ourselves committed to enough tasks that this is one we're willing to just hire out. Dunstan pulled out the 'Young Eagles Here' and 'B-17 rides' signs as two examples of signs that were made up for a reasonable price -- something like \$30-50 for the B-17 'sandwich board's.

- The board voted to authorize Rion to spend up to \$400 for four signs along the lines discussed, and either of the type that would spike into the ground (if the survey makes that look viable) and/or the sandwich board type which can free-stand or be weighted to hold up in windy weather.

- Active Crowd Control

- Along the same line, we've tried in the past to mount a 'crossing guard' duty, someone armed with a two-way radio and air horn, watching out for pedestrians crossing the runway and pilots ready to start up. There was some discussion both for and against the plan.

- Bob Duncan will see if he can find a couple people to rotate the duty around under the auspices of his leading the 'Safety Brief' effort.

- Benton will put a bit in the NL periodically to ask people to stay aware for themselves and the people

around them.

Open Floor –

- Joe: Joe said he'd talked to Dave Salesky, to thank him for the video project he did with KATU on the 'Teen Flight' RV-12 build project. Dave said Joe was the first to mention it. There were links on the VAF and Van's Aircraft sites pointing to the TV station's archive. We should also add one from the chapter site. Wayne Haverly also visited the build group two weeks ago and produced a short segment for KGW TV.

- Benton: Logo wear. We've talked in the past about restocking the shirts and hats. I wasn't prepared with an inventory at the meeting, will get that info together, as well as recent sales traffic (I still have most all of the breakfast cashier reports which tally sales) and will contact Randy about whom he used to make them in the past.

- Someone asked about an Arlington (NW EAA Fly-In) party. We did a luau at the fly-in in lieu of a July chapter meeting for a couple years, but that hasn't been held for a year or two. There was some discussion of getting something together, but nothing formalized.

The meeting adjourned at 8:15.



The July pancake breakfast offered some dramatic skies for backdrops.

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.



For Sale — David Clark H10-60C passive head-phone. Gel ear seals, exc cond, used sparingly. W/ cloth case. Asking \$150. **Heat muff** and a **Narco COM 810**

radio — make offer. Bob Duncan 503-970-3092. [10/10]

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 [09/10]

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O360, mp3. Based at Chehalis (17S). \$35k. Contact Pat Hammell — 503-789-2581 or phammell@gmail.com [09/10]

LONG-EZ Project for Sale — Structure 95% complete; lost medical must sell at sacrifice. Lycoming 0-320-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]



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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.

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.linesstretch.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 Seaplaning 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

May '10

- Bob Duncan / Chapter Fly-Out: Grants Pass + Rogue River Jet Boat Ride
- Benton Holzwarth / Tom Gourley on Aircraft Wiring
- New Members: David Wallway, David Halmos and Bob Venturella

June '10

- Ron Singh / Youth Flight Training Scholarships
- New Memebrs: Ray Alexander
- Benton Holzwarth / An Evening at Van's Aircraft
- Chapter Fly-Out: Grants Pass / Rogue River
- Another Successful Visit for EAA's B-17 'Aluminum Overcast'

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

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

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Comments: _____

Spouse's Name: _____



New signage reminds folks crossing the runway to stay aware of moving aircraft. Near the ramp, new signs ask parents to keep children under control.

Next General Meeting + VAF-Home Wing / Chapter 105

- July — No scheduled meeting — see ya' at Arlington!

Next Hangar Event

- Art Cornelius and Project 404
- Twin Oaks in Hangar G-1
- Friday, July 17th @ 6:30 / 7:00 PM — Info on pg. 3

Next Board of Directors Meeting

- Thursday July 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!



To:

First Class Mail

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