

EAA 105

PORTLAND OREGON



Twin Oaks Airpark – 7S3

www.EAA105.org

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Next Meetings:

- Jan 22nd EAA 105 Board Yearly Planning
- No Jan 13th meeting scheduled at this time
- Stay Tuned for a full roster of events after the Board Planning Meeting!!

On the Cover: Jon Friedman's Bücker Jungmann, N131BZ, built in 1961. Jon flies out of Parkside airpark, near Battleground, WA and visited the October pancake breakfast.

Breakfast KP Duty

Saturday, January 1st, 2010

7:00 AM — 9:00 AM	9:00 AM — Cleanup
Ron Singh	John Hopple
Michelle Smith	Vince Nartker
John Tompkins	David Sellers
Robert Toppel	Terry Smith
Ron VanBladeren	Alan Sohler
Richard Vanderford	Brent Anderson
Jerry VanGrunsven	Chris Stone
Dick VanGrunsven	Colin Strong
Bob Venturella	Michael Terrell
Kim Vermilya	Jake Thiessen
Richard Suffoletto	Dennis Thun

Note to Volunteers who can't serve: Please arrange a replacement for yourself or contact Len Kauffman lakauf@comcast.net or 503-885-1920

Editor's Notes:

There is no better thing to do than take to the skies the morning after the EAA 105 Christmas party. Blankets of clouds wrapped around snow-dusted peaks of the coast range, and four volcanoes stood out radiant in winter sunlight. Floating over the valley, I thought back on a conversation from the previous evening about how fortunate we are in the aviation community to have the privilege of seeing the world from a rare vantage point and share the joy and adventure with such wonderful people. As if it could get any better, this year I have the opportunity to get to know all of you more, to learn about your projects, your adventures, and the shared passion of aviation, as the new EAA 105 Newsletter editor. How lucky for me! My thanks to Benton for giving me large shoes to fill and to all of you for continuing to contribute, and your patience if I don't always get it right. I will have fun trying (yes, Jenny, I CAN have fun!) Wishing you Clear Skies!
Sandra Bes
EAA105Newsletter@gmail.com

Hourly Operating Cost of my RV6A by Brian Moentenich

Aircraft rental rates are very high – right? For example, at Troutdale Airport, the Gorge Winds FBO rents a 160 hp Cessna 172 for \$102.00 per hour. Well, if you figure the actual cost of operating your own aircraft, that rental cost may not seem so high after all. This year, I determined my RV6A cost me \$96/hr to operate. The table below itemizes various fixed & variable costs for my RV thus far in 2010:

Hourly operating expenses of N38155 airplane:		\$/hr	Data for Calcs:	Qty.
Hangar rent	annual hangar rent/RV hrs per year	\$17.14	Tach Eng. Hrs on 01/01/10	2880
Engine Reserve	\$12,000 per overhaul/2000hrs/runout	\$6.00	Tach Eng. Hrs on 12-31-10	2975
Fuel Cost:	Average hourly cost at 9 gal/hr	\$39.93	N38155 hrs flown in 2010	95.0
Oil & filter	\$60 /change/ 45 hrs per change	\$1.33	Logged hours N38155 was commercially used	63.7
Depreciation	\$80,000(value)/8,000 hrs of life	\$10.00	Annual Insurance cost (Check # 1480)	\$1,250
OR Registration	\$40.00/RV hrs per year (ck# 1474)	\$0.42	Average amount paid for fuel (\$/gal.)	\$4.44
Maintenance	Maint. Cost/RV hr	\$6.70	Half of annual Hangar Rent (Check # ____)	\$1,628
Maint. Travel	Maint. Travel Cost/RV hr	\$1.37		
Insurance	Insurance Cost/RV Hrs per year	\$13.16		
Total hourly operating cost of N38155		\$96.04		

The figures in the above table are actual costs with the exception of the hangar cost (it's last year's) as I pay for next year (2011) in December 2010. Note that I am actually paying for 5-1/2 months of hangar cost because I share a hangar with Kevin Lane and get a 1-month discount by paying for the whole year in advance. I also am estimating my Tach hours at 95 (I do not have a Hobbs meter). Thus far in 2010, I bought 631 gallons of fuel for a total cost of \$2,800 for an average cost of \$4.44/gal.

The bottom line is that we build, own and fly our RVs because it's what we love to do. Yes – it's expensive but we have arranged our priorities to allow us to do this. I wouldn't have it any other way!



MERRY CHRISTMAS

EAA 105's Holiday Party

2010 Edition – by Benton Holzwarth

This year's edition of the chapter holiday party was hosted by Bob and Mary Duncan, at their home in Hillsboro. They picked a nice evening for the event -- mild weather and no rain. Mary cooked up a storm, and had plenty of food laid out for everyone to enjoy, from pork ribs and baked beans to salads, cold and hot veggies and another table of deserts.

Fifty plus people came out for the event. I counted near 50 in the garage for the 'business' part of the program and know more were hiding out in the house while we were working through the annual awards.



Delicious Holiday Spread!



Along with the usual awards (pins and certs) from national for the chapter officers (Prez, VP, Sec and Treas) plus Webmaster and NL Editor there were our own chapter awards for our Young Eagle Pilots making flight milestones. Michelle Smith spoke a few heartfelt words about her tenure, heading up our chapter Young Eagle operation. She included a reading of two moving emails from the parents of a few of our YE guests this year, letters speaking to what a huge impression the flights made on their kids. As she's stepping down, she knows we'll continue to assist Kim Vermilya as Kim steps into the top spot.



Michelle receives her award from Bruce



**So Don, Will you still hang out with Pilots?
(See following article)**



Flying Events:

Sat. Jan 1st – EAA 105 Pancake Breakfast at Twin Oaks Airpark (7S3)

<http://www.twinoaksairpark.com/directions.htm>

<http://www.eaa105.org/Activities/activities.html#Breakfast>

February 26-27, 2011 — **28th Annual Northwest Aviation Conference & Trade Show**, Showplex Exhibition & Conference Center, Blue Gate, Western WA Fairgrounds, Puyallup WA. For more info visit www.washington-aviation.org

March 29 - April 3, 2011 — **Sun 'n Fun 2011**, Lakeland, Florida. For over 32 years the annual Sun 'n Fun Fly-In has brought together enthusiasts from all over the world, and from all segments of the aviation community to enjoy the best fly-in experience ever. Sun 'n Fun is the second largest fly-in event in the world offering workshops, forums and plenty of hands-on experience in addition to a wide array of aircraft. For more info on the event visit www.sun-n-fun.org

End of an Era by Don Wentz

That's how Randy Lervold put it. After almost 30 years with a Pilot's License, I'm hanging-up my wings. My RV-6 is in it's new home in the Midwest with a happy new owner who is now living out his dream of flight.

It's hard to say what happened, but what is real for me is I've become so uncomfortable in the air that I just can't do it any longer. I'm OK with very local flying and oddly enough, aerobatics, but even a flight to the coast causes me so much anxiety that I don't want to do it. I was so anxious before our last trip to Oshkosh in 06 that a week before we were scheduled to leave, I tried to bail on the trip. Finally, Janet stated, "we have reservations, we have people we've committed to, and we're going!" So we went, and we had a good time, but inside, I was very nervous during the whole flight, while we were there, and most of the time in the air all I could do was wish we would get to our next destination.

By the time we left for home, I had internally vowed I'd never go again. So, after the last 3 years trying to come to grips with my 'fears', I decided it wasn't worth it and put the plane up for sale. Fortunately I was able to find a buyer. Was I sad watching someone else take-off and disappear to the east in the plane I put so many hours and years into building? That had so many good memories and wonderful friends tied to it? I was, but only a

little bit. More, I am absolutely relieved to have a huge weight off of my psyche, and not worrying about flying and maintaining the plane.



Jeff, the Proud New Owner of 790DW

The new owner has since been back thru town and insisted I take him up in my old plane. I did and after one time around the pattern I made a nice landing and taxied back to the parking area. Once was all I needed to know that I had done the right thing by selling 790DW. In the half year he has owned it, he has put more hours on it than I did the last 3 years put together, so it is a better home for the plane.

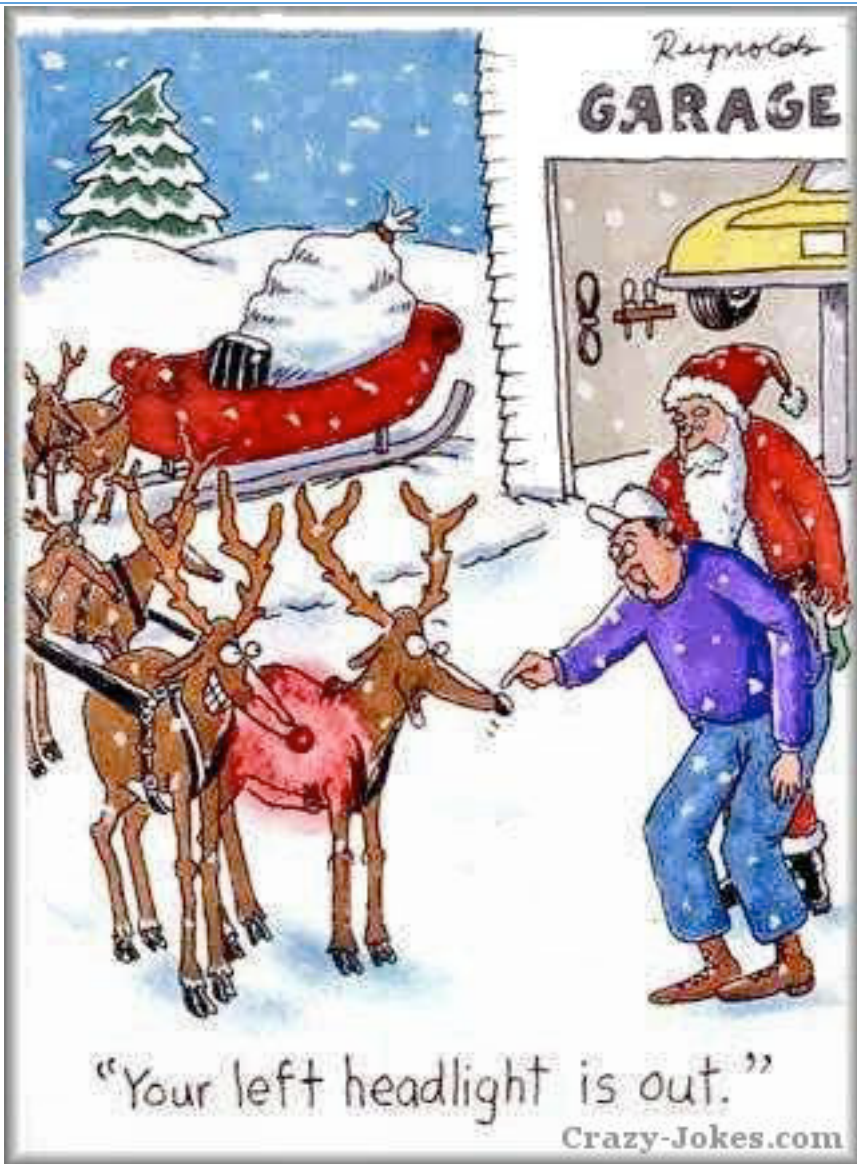
I have some thoughts about what things have changed, but even if I analyzed them all and tried to address the causes of my discomfort, I know I'd never get to a point where I'd enjoy aviation like I once did.

So, in case you were wondering, well, now you know why I sold my plane.

The Duck

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EAA 105 Chapter Meetings: Meetings are held the second Thursday of the month, starting at 7:00pm, and are typically at the site of someone's experimental aircraft project or at the Chapter Hangar. 7:30-8:00pm – Social, new member intro, milestones 8-8:30 - Chapter business, host Project. Be sure to bring any tools or parts you'd like to sell, loan or give away. Attendees are encouraged to contribute a dollar or two to refreshments. All are welcome, building or not.



EAA 105 Membership
9240 SW Millen Dr.

FIRST CLASS

TO:

