

EAA 105

PORTLAND OREGON



Experimental Aircraft Association

Chapter 105 Portland, Or

To Promote Aviation Education, Construction and Recreation

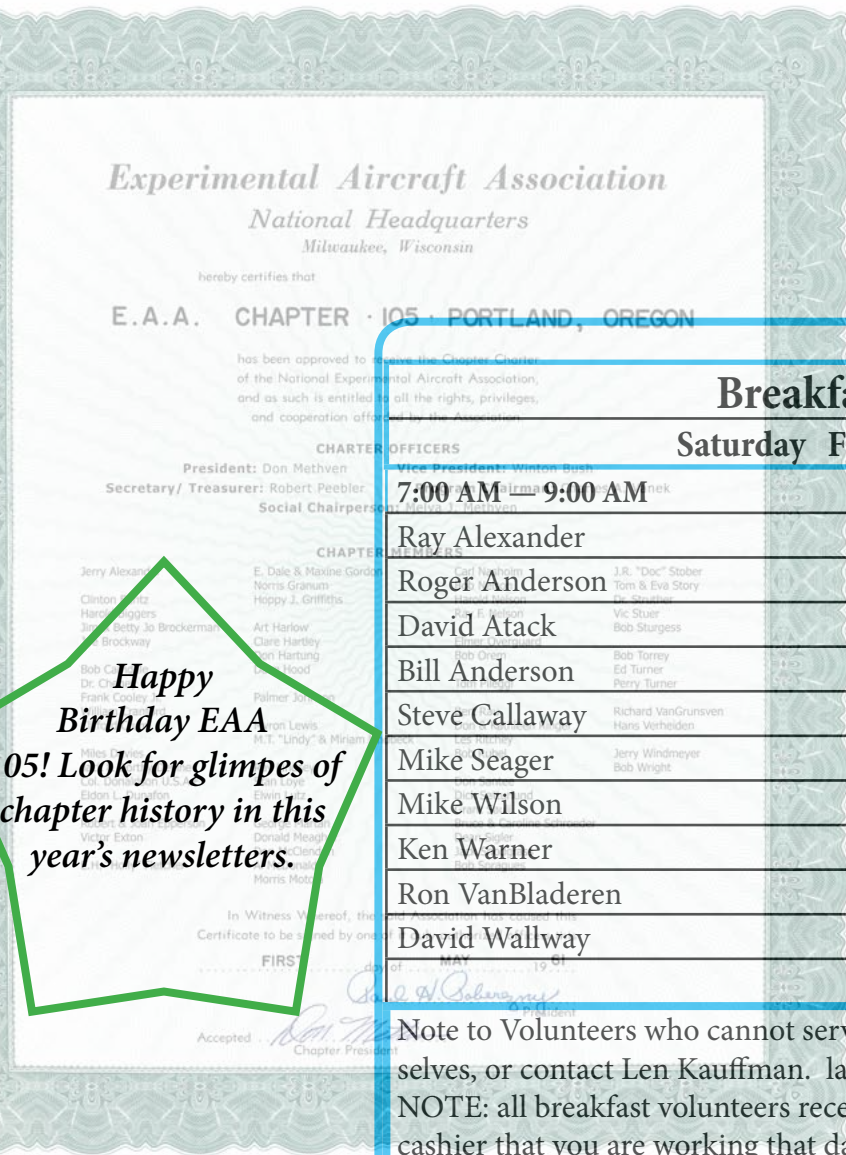


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Twin Oaks Airpark – 7S3

www.EAA105.org



Breakfast KP Duty

Saturday February 5th, 2011

7:00 AM – 9:00 AM	9:00 AM – Cleanup
Ray Alexander	Martin Baumer
Roger Anderson	Mark Cattell
David Attack	Charles Chapman
Bill Anderson	Annette Chapman
Steve Callaway	Jason Cobb
Mike Seager	Randy DeBauw
Mike Wilson	Brian Doyle
Ken Warner	Mike Terrell
Ron VanBladeren	Joe Walker
David Wallway	Christina Walker
	David Woboril

Next Chapter Meeting

- Starks Twin Oaks Airpark, 7S3
- Thursday, February 10th

Noel Jones will discuss what it means to own, operate and fly competitive acrobatics in a Russian military trainer.

On the Cover:

N962MC - Mark Cattell's RV-9A includes an Aerosport O-320. I (Benton) remember Mark and his wife hosting a project visit a while back at their home in St. Helens. I've seen this plane a few times now, including at the January breakfast; it's great to see it flying.

Happy Birthday EAA 105! Look for glimpses of chapter history in this year's newsletters.

Note to Volunteers who cannot serve: Please arrange replacements for yourselves, or contact Len Kauffman. lakauf@comcast.net or 503-885-1920
NOTE: all breakfast volunteers receive complimentary breakfast; just tell cashier that you are working that day.



Letter from the President

Ron Singh

February, 2011

By now you have probably mastered writing “2011” for the date, have long forgotten your New Year’s resolutions, and don’t expect any more New Year wishes... well, better late than never, I wish you all a happy and prosperous New Year!

Once again I find myself as President of your chapter and look forward to another exciting year with all of you. Our membership has grown quite a bit and participation

of family members and spouses has increased significantly.

We held the chapter Board of Director’s annual planning meeting last Saturday and will be working on the details in the weeks to come. The general direction will continue as before; we will continue the tradition of the monthly breakfast on the first Saturday of the month that has been a hit since 1994, the monthly meetings on the second Thursdays of the month, hosting the EAA B-17 tour for a weekend in May, the annual RV Fly-in at Scappoose, Young Eagles events throughout the year, several fly-out trips, chapter booth at the Hillsboro Air Show, the Poker Run and dinner, Pie Auction, and end of year Christmas and holiday party. If that isn’t enough... I’m also continuing the monthly Hangar Events that I started last year - so monitor our web site for information on all this and join in the fun!

In addition to the Young Eagles and other youth activities that we typically conduct, this year we are considering partnering with Oregon State University’s Extension Service 4-H program to develop an aviation curriculum for youth. Our chapter will also be requesting funds from the Bogardus Trust for youth flight training scholarships as we did last year.

As you may know, this year will be our 50th anniversary as a chapter and we are planning to celebrate that achievement over a weekend this summer. I encourage all of you to join in as much as you can in our chapter activities this year. You don’t have to be building, own a plane, currently flying, or even be a pilot to be an active member... all you need is the passion for flight and an interest in sharing that with others.

See you at the airport and in the air!

For more info on the Board Planning Meeting, see page 12

22-Ship Formation Participants

West Coast Ravens

A1- Mark Dulaney, RV-6A
A2- Bill Rambo, RV-7A
A3- Mike Smith, RV-7A
A4- Trish Russell, RV-6A

B1- Tim Cone, RV-8
B2- Brad Ransom, RV-6A
B3- Dave Richardson, RV-7
B4- Scott Randolph, RV-6A

C1- Joe Blank, RV-6
C2- Eddie Tohikian, RV-8
C3- Dave Klages, RV-8
C4- Brad Peacock, RV-4

D1- Gary Sobek, RV-6
D2 - Bob Mills, RV-6
D3- Dave Leonard, RV-6
D4- Paul Rosales, RV-6A

Falcon Flight

F1- Stu McCurdy, RV-8
F2- Bill Gunn, RV-4
F3- Lowell LeMay, RV-7
F4- Roy Geer, RV-6
F5- Pat Tuckey, RV-8
F6- Steve Grace, RV-8



About mid-November, I embarked on a trip to Nellis Air Force Base, located just north east of Las Vegas, NV. The primary reason for the trip was to fly as part of the West Coast Ravens formation demonstration team performing at the annual Aviation Nation airshow held at Nellis AFB on November 12-14. The West Coast Ravens is a group of FFI (Formation Flight Inc) rated pilots from all over the west coast (CA, OR, WA, NV) who fly their RV-3, 4, 6/6A, 7/7A, and 8/8A aircraft in formations at air shows and various other aviation events. While we are not affiliated with the military (although some of our pilots are former military pilots) all of our pilots are trained and evaluated according to strict FFI formation flying standards. Aviation Nation celebrates the work of America's military and its achievements. The U.S. Air Force Thunderbirds headline the three-day event and are joined by several military air demonstration teams and some of the nation's top civilian air performers.

In order to escape the typical Pacific Northwest cold fronts pummeling the area, I elected to depart from my home airport near Molalla, OR on Wednesday during a brief but fortunate break in the weather. Flying in improving VFR conditions, my route took me over Southern Oregon/Northern California, past Mt. Shasta, into the Central Sacramento Valley stopping at Los Banos, CA for some cheap fuel. Once topped off, I continued





on in dusk conditions for a short hop over to the beautiful Sierra Sky Park in the Fresno suburbs. I had a previously offered, open invitation for a place to overnight from my good friend Tim Cone. Tim is a corporate pilot and RV-8 builder who I had met back at the 2009 SQI-OSH clinic where we both were participants in the 37-ship flights. If you've ever met Tim, you'll quickly recognize the reason for his call sign "Slick".

Early the next morning, Tim and I (Slick Flight) launched east as a 2-ship heading for the Beatty VORTAC (BTY) in Nevada to 'Air Meet' with Bob Mills in his RV-6. Bob, a former F-14 pilot who now flies 737's for SouthWest Airlines, had launched from Stead Airport near Reno. His plan was to

intercept and join us at a predetermined time over BTY, where we would then continue down to our planned destination of Boulder City, NV. Our initial

flight route took us over the spectacular Kings Canyon National Park in the Sierra Nevada range and just north of Mt. Whitney (+14,505' MSL) and Death Valley (-282' MSL). As you may remember from your grade school studies, this is the highest and lowest geographical elevation points in the contiguous 48 states; and only roughly 70 NM apart. It was an amazing "Moving Map" geography lesson...!



Most pilots never get the opportunity to fly into a live operational Air Force Base, as they are strictly off limits to civilian arrivals.... We would be arriving as a 'flight' of 20 RV aircraft ..The airfield would then be closed as soon as we were down and clear, for the USAF Thunderbirds practice session.

We joined up as a 3-ship over BTY as planned then decided to stay high and navigate over the top of the Las Vegas 'Class Bravo' airspace and descend on into Boulder City airport. This route gave us a smooth ride and a good look at the Las Vegas strip, Hoover Dam and of our eventual destination of Nellis AFB. Once on the ground, we met up with another 17 RV pilots, ate lunch, fueled, and briefed for the 20-ship flight over to Nellis.

Most pilots never get the opportunity to fly into a live operational Air Force Base, as they are strictly off limits to civilian arrivals. Since we were participants in the airshow, each pilot had to previously complete a number of DOD forms, arrange insurance waivers, and retain special 'arrangements' for landing at the base. We would be arriving as a 'flight' of 20 RV aircraft and were assigned a specific time window for arrival. The airfield would then be closed as soon as we were down and clear, for the USAF Thunderbirds practice session. We launched, formed up as a 20-ship, made an overflight at Boulder City Veterans Day services and headed to Nellis. Inbound for Nellis we received information that we needed to divert to North Las Vegas airport due to a 'issue' with our clearance. A few, well





placed, explanations from our flight lead, Lt. Col. Mark “Dula” Dulaney (USAF Ret.) sorted this all out with Nellis Tower and we were quickly cleared for the ‘Initial’ and a right ‘Break’ into the downwind for “Zero Three Left”. We were also advised that the ‘BAK-12’ was down.

The BAK-12 arresting gear is an array of several 1” cables suspended several inches above and across the runway at the approach and departure ends for military aircraft emergency use. This is something that we definitely DID NOT want to roll over on landing, lest we win the short field-landing contest! The arresting gear can be stowed or deployed from the tower at the flick of a switch.

The Thunderbirds were already taxiing, so we were advised to expedite our landings. The overhead arrival is simply the fastest way to expedite any formation of aircraft from cruise speeds to landing. Pitchout, Land, Fade cold, and taxi in trail to our hanger. 20 aircraft out of the air and on the ground in less that about 90 seconds! Now, rather than shut down and tow or push our aircraft into the large hanger (which normally houses several F-15 or F-16 aircraft.), we were allowed to taxi into it. Air Force personnel carefully directed us into the hanger where we shut down in 5 rows of 4 aircraft. Two more RV’s were expected to arrive later that evening bringing our strength to 22 aircraft. Debrief, grab rental cars, and off to the hotel.

All airshow performers were required to attend the airshow brief early Friday morning. This was a pretty impressive group of military, ex-military, and civilian pilots, FAA, as well as the Nellis base staff and brass. F-16 Instructor and Airboss Ron ‘Lips’ Hertberg runs a very professional show and it’s all business. The course of information included all facets and aspects of pilot operations, show schedule, emergency procedures & divert airports, airfield information, FAA requirements, etc. By the end of the brief all I’s were dotted, all ‘T’s’ were crossed, and all questions were answered. You needed to take notes if you were there.



Friday, Saturday, and Sundays shows were essentially the same performance with some minor changes. We were to follow the B-25 Doolittle Re-enactment performance, and had 15 minutes to fly our show and land 22 aircraft. It was pretty aggressive timing, but we were up to it. Our call sign, for the Airboss's ease of use, was "RV Flight". We were a combination of the 16-Ship "West Coast Ravens" and the 6-Ship "Falcon Flight" from Texas. The first pass of our performance would be as a 22-Ship "Airplane" formation. As we completed the first pass, Falcon Flight was 'cleared off' to begin their 6-Ship maneuvering routine keeping that formation in a tight, constantly changing 6-Ship, and in front of the crowd. The WCR 16-Ship flew orbiting passes at 1,000', consisting of the first 22-Ship Airplane pass, 16-Ship Diamond, and 16-Ship Diamond Trail formations. About 6-7 aircraft had smoke systems, which really added a professional look to the demonstration.

Since our 'show passes' were down runway 21R, we needed to quickly reverse our direction so that we could recover on 3L to keep the show on schedule. "Dula" had engineered this last



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Final Note:

Since aviation photography and videography have always been an interest of mine, I had recently acquired a GoPro HD video camera to mount in a number of locations on my RV-6. The image quality of this camera was superb and exactly what I was hoping for. After trying it out on several previous test flights, it was time to try it out on some large formation video. I had mounted the camera in various locations on the aircraft but found it worked best on the top of the vertical stab pointed forward and also under the wing pointed aft. This would give a couple of “interesting” points of view. We flew the camera in the Nellis airshow over 3 different performances on 2 different aircraft. The final results of this video can be viewed on “YouTube” by searching for “West Coast Ravens” or directly at:

<http://www.youtube.com/watch?v=sRa8ghEsGZ4>

For more information on formation flying and the West Coast Ravens, visit our website at:

www.westcoastravens.com

pass to accomplish this, which consisted of a challenging formation break-up maneuver out of the 16-Ship Diamond Trail. Each 4-Ship element would make a slight 30* left turn and separate into four 4-Ship Diamonds. From there, a quick set of cross-unders would put each element in a left echelon. We were now configured on a right downwind for 3L. A right 180* turn to initial, pitchout, and land. Meanwhile, Falcon Flight would perform a ‘Pitch-Up’ maneuver out of their 6-Ship following the last 4-Ship element from the WCR flight. Once off the runway, we were to taxi by the throngs of waving airshow fans to our parking area on the ramp.

It was a pleasure and a privilege flying in such a celebrated airshow. Many thanks to all of the sponsors, organizers, and especially the US Air Force for hosting such a great event. This show is a ‘must see’ for those that have never seen a military hosted airshow....



Aviation Events:

Sat. Feb 5th – EAA 105 Pancake Breakfast at Twin Oaks Airpark (7S3)

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

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

Saturday, February 12, 2011 10:00 AM - 12:00 PM - EAA 292 Chapter, Independence - Dewey Conroy, from Pacific Coast Avionics, will discuss the coming changes in airspace and communication technologies, and the equipment being developed to operate in them.

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

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



New Young Eagles Season and New Young Eagles Coordinator! *by Michelle Smith*

It's been five years since Ron Singh started out as the Chapter's Young Eagles Coordinator and I as his volunteer ground crew. Then almost two years ago, Ron ended up as President and left me to fill his shoes as Coordinator. It really wasn't that bad because Ron became MY ground crew along with several other very dedicated volunteers. One would wonder that since we have raised our kids, why would we want to spend so much time with kids again? But, what a joy it has been! This past year was especially good for me. Kim Vermilya, who has been volunteering for the past couple of years, volunteered to fill my position as the 2011 Chapter Young Eagle Coordinator. In doing so, I was able to start training Kim this past summer in the "behind the scenes" part of a Young Eagle flights. With Kim at the keyboard and juggling names on clip boards, I was free to move about and see the kids and their parents interacting with our pilots. I got to see the Young Eagles step out of the plane with that dreamy smile and witness the pilots with that same funny smile!

Each year we get more and more volunteer pilots and today we have an active list of 33 Young Eagle pilots! 33 individuals that I am very proud to have met and participated in the program with! They really are the true essence of what the spirit of Young Eagles is all about. They dedicate their time and pay for their own fuel to take a child flying. Most of the pilots spend the entire day with us and will probably fly 6-7 flights at roughly 30 minutes each. That's dedication. One thing I discovered in watching all of these pilots is that they are just like the kids that they are flying! They just love to fly and want to share that feeling. It's a perfect match.

This past year, we flew from March to November. We organized a class on weather and its impacts on aviation, taught by Dave Salesky (who is also one of our Young Eagles pilots), provided airport field trips for scouts, and teamed up with an Oregon 99's group to provide follow up flights to young girls after a day of indoor training on flight - all in addition to our annual Open Cockpit day at Pearson Air Museum, two days of flights in conjunction with the B-17 visit in May, and a handful of Saturday breakfast events. An-



EAA 105 Chapter Meetings:

Meetings are held the second Thursday of the month with dinner at 6:30 and the meeting at 7:00. Meeting topics this year will be varied and of general aviation interest.

Beginning this year, at each chapter meeting EAA105 will provide a light dinner typically consisting of sandwiches, fruit, dessert and drink. There will be a request for a \$4 contribution from those who wish to partake in the dinner.

All are welcome at EAA105 chapter meetings, including family members and guests.

Special prizes will be awarded to those who bring a guest.

other big contribution the past couple of years has come from some of our glider pilots out at Willamette Valley Soaring Club's strip.

Our Chapter received a 2010 trophy from the Bogardus Trust for the third most Young Eagles flown in the State of Oregon. It was great to receive this recognition even though our focus has always been on the type of flight experience each Young Eagle receives rather than how many we can fly in a day. For the various Young Eagle stats for this year, check out the Young Eagles tab on our website. I received so many letters of thanks from kids and their parents this year that I really felt sad to be stepping down from this position, but I know that the program is in good hands with Kim Vermilya and I know that the pilots are going to be right there with her – ready to fly!



February 10 EAA105 Chapter Meeting

Program: Noel Jones, Yak 52 owner, IAC competition aerobatic pilot, multi-engine commercial pilot, CFI, over 3000 hours in more than 60 different aircraft



Dig out your 'chute and a barf bag or two. Noel Jones will discuss what it means to own, operate and fly competitive acrobatics in a Russian military trainer. In addition to his activities associated with the Yak, Noel will also discuss his ability as a CFI to provide training in upset recovery, spins, basic aerobatics, and tail wheel operation in your airplane or the Citabria 7KCAB based out of McMinnville Municipal Airport (MMV).

February 10 EAA105 Chapter Meeting

- **Location:** Starks Twin Oaks Airpark, 7S3
- **Date:** Thursday, February 10th
- **Socializing and dinner:** 6:30 PM
- **Business:** 7:00 PM
- **Program:** 7:20 PM

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

More information regarding Noel Jones and his activities can be found at his web site, www.badyak.com



Chapter 105 Officers and Board

President & Member Coordinator	Ron Singh	503-646-2144 ron.singh@eaa105.org	Quartermaster	Mike McGee	503-701-6315 mmcgee@pma-engr.com
Vice President	Bruce Rose	503-848-2228 bruce@falcondesign.com	Bogardus Trust Liaison	Dick VanGrunsven	503-678-6545 engineering2@vansaircraft.com
Facilities Mgr. & Legal Counsel	J. Rion Bourgeois	503-646-8763 rion@att.net	Ad Hoc Projects	Tom Louris	503-914-8009 tlouris@comcast.net
Secretary	Benton Holzwarth	503-684-2008 Benton@siletzbay.com	Young Eagles Coordinator	Kim Vermilliya	
Treasurer & Poker Run Coord.	Jennifer Hickman	503-651-2230 jennhickman@aol.com	Web Master	John Jessen	503-656-2255 N212pj@gmail.com
Meeting Coordinator	Open		Director	Roy Thoma	503-780-0222 Roy@AbornThoma.com
Librarian	Jim Mitchell	503-644-5258 jmichell1@msn.com	Fly-Out coordinator	Ron Poe	503-636-7242 ronald.poe@comcast.net
Breakfast Crew Chief	Joe Miller	503-475-7433 Jwmcmm@easystreet.com	Fly-Out Coordinator	Bob Duncan	503-970-3092 n6tu@comcast.net
Breakfast Volunteer Coordinator	Len Kauffman	503-885-1920 lakauf@comcast.net	Newsletter Editor	Sandra Bes	EAA105Newsletter@Gmail.com

EAA 105 Board Meeting / Annual Planning Session 22jan11

A sincere thanks to Bob Duncan for opening his home to the chapter for our holiday party in December, and an especially big thanks to his wife, Mary, for producing so much of the food for us.

Recap (of accounting): last year, for the first time, the board 'pre approved' spending by several people for their chapter responsibility areas, where we could reasonably anticipate the year's expenses. The goal was to avoid delays and extra effort of coming to the board for individual approvals for every little expense. The members still need to submit receipts for reimbursement, so there is tracking. We just short-circuit the board review and approval.

(Editors Note: The following is a summary of the Board meeting discussion and decisions. Please refer to the web site or contact the Chapter Secretary for complete notes)

o General Event Discussion

- o The Van's Homecoming is being hosted by 292 again on Aug 26 - 28. They're asking for our help in staging a poker run. Jenny says she'd share what she knows about putting one on, but it wasn't clear whether 292 is just asking for advice, or someone to run the whole thing for them.
- o Poker Run: Settled on Sept 10, but we're a little uncertain how this date would relate do to a 292 run in late August.
- o Holiday Party: Dec 10 picked, but subject to change (host's discretion.)
- o Hangar Events: Ron will schedule Friday and Saturday events according to when he can coordinate with presenters. Has lots of events planned. Bruce also has some ideas.
- o Dick suggests we try to get more 'advertising value' out of our gatherings. Leverage our av- opportunities at our breakfasts, for instance, to folks that might not know all the things we've got going on. Perhaps hand-outs, or a bulletin board, showing what's currently going on in G-3.
- o Fly-Outs: BobD, JerryV, RonP -- BobD says Grants Pass is inviting us back down there for their event on June 25th. This also includes a Rogue river jet boat ride to dinner and back. GP will produce breakfast, lunch and provide shuttles into town. The people that attended last year said it was a lot of fun.



The chapter would reserve a block of rooms for a group rate.

Other fly-out ideas to research are (Ron P) San Juans, Nehalem, Joseph, (Jerry V) Winthrop WA, Leavenworth. Also interested in helping (Tom L) Sun River, Port Townsend, (Rion B) Land's End, Smiley/Johnson Ck.

o Bogardus Trust: RonS suggests we approach the Bogardus Trust with a request to sponsor four \$1k flight-training scholarships again this year. Last year, the time allowed for the kids to apply for the scholarships was quite short (three weeks?,) and the suggestion was made extend the application period a bit longer this time around.

o Bruce noted that nat'l offers chapters leadership training. A couple folks were lined up to attend at OSH last year, but it didn't work out. Benton thinks the sessions are sometimes offered at the other fly-ins (Arlington?) as well.

o Rosters and e- distribution of member lists. In the past, the chapter has resisted the temptation to distribute the member roster information in electronic form, to avoid it falling into the hands of spammers and other abuse. Vote to approve, Benton distribute an e- form roster to the board members for now.



o Backup of chapter email capability: Since RonS took over for Randy, Ron's been the only one in the chapter with access to the member database and bulk-email program. A change going forward, JohnJ will be the primary db/email keeper, with Ron as backup.

o 'Safety Brief' meeting segment: BobD to coordinate. Len signed up for Feb, Rion May, RonP ?, JohnJ Sept.

o Hangar: Rent is going up for the new year. Total going up from \$468 to \$510 / mo, for G-1/G-3 + breakfast hangar use. Rion will touch bases with the Starks to see if they're amenable to a year-up-front discount (as they offer to other tenants.) The increase/discount will be passed along our sub-tenants.

o Internet: We've been piggy-backing on the Stark's connection. This has been problematic, with reception being unreliable and variable. We can get our own connection for \$600 / yr. The connect price still seems too high for our benefit. Basic connectivity

issues aside, setting up a 'hot spot' would be great for everyone with wireless-laptops.

Meeting Coord: Bruce Rose volunteers to cover the duty until someone else agrees. Bruce's ideas run to museum/collection visits.

o G1/G3 Utilization: The RV-12 build in G-3 is nearly complete. Will move the current project in G-1 to G-3 when they're finished.

o Picnic tables: BobD is still trading emails with Bob Stark, everyone's agreed, just need to get together to do the lumber shopping.

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An EAA Technical Counselor is an experienced volunteer advisor who shares knowledge and expertise to aircraft builders. These Technical Counselors are part of the “member helping member” tradition of EAA. They advise builders on constructing a safe, airworthy aircraft for final FAA inspection.

Mike Seager	Hillsboro-Portland area	503-429-5103 hm, 503-429-1562 hangar, rv6cfi@hotmail.com
Tom Sampson	RV-9A and RV-7 builder, Portland Area	503-590-6575 thomas.e.sampson@comcast.net

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Dan Benua	RV-6A & RV-10 builder, Hillsboro-Portland area	503-702-5387 danbenua@yahoo.com
Joe Blank	RV-6 & Taylorcraft builder, Molalla-Portland area	503-784-9755 jblank6@gmail.com
John Cox	RV-10 & Lancair, A&P/IA, Portland area	503-684-6001 johnwcox@pacificnw.com
Tom Sampson	RV-9A and RV-7 builder, Portland Area	503-590-6575 thomas.e.sampson@comcast.net
Jake Thiessen	Multiple RV builder, Independence-Salem area	503-606-0569 jaknjoan@minetfiber.com
Don Wentz	RV-6 builder, Scappoose-Portland area	503-543-3653 dasduck@comcast.net

EAA 105 Newsletter Editor

3360 NE Jackson Rd. Loop

Hillsboro, Or. 97124

FIRST CLASS MAIL

TO:



Jerry Springer Minicoup

