

EAA 105

PORTLAND OREGON



March 2011

Experimental Aircraft Association

Chapter 105 Portland, Or

To Promote Aviation Education, Construction and Recreation



In This Issue:

- Montly Pancake Breakfast ..3
- EAA 105 Fly-In Events4-6
- Presidents Note.....7
- March Chapter Meeting.....8
- NOTAMs.....9
- Febuary Meeting Notes....11
- Safety Briefing.....14
- Chapter Contacts.....17
- Classifieds.....19

Welcome to Experimental Aircraft Association Chapter 105.

The chapter, incorporated in 1961, is located in the Portland, Oregon, area, headquartered at Twin Oaks Airpark. We have approximately 200 members, and can with pride say that we are one of the most active and passionate EAA chapters in the country. Our history is rich with aviation innovators and doers, and we continue with that tradition today.

Twin Oaks Airpark – 7S3

www.EAA105.org



Next Meetings:

- Chapter Meeting Thursday March 10
See Page 8 for details
- Board Meeting Thursday March 17

On the Cover:

This (N718TJ) is the third airplane I've seen Tim James flying in recent years. He has it registered as a 'Cub,' but I haven't seen too many Cubs that will break ground in 75 feet. In any case, it's an awfully pretty airplane up close and in person.

Benton Holzworth February 2011

The EAA-105 Chapter sponsors a monthly pancake breakfast, open to everyone!

This popular fly-in event has planes coming down from north of Seattle, up from South of Independence, from all over the Northwest really, so during good flying weather expect a lot of traffic in the pattern. If you are ground bound, it's a good time to come down and see a lot of airplanes! All types, experimental as well as the normal Cessna's and Pipers. and the occasional helicopter.



EAA 105 Pancake Breakfast

Begun by the Chapter in 1994 to raise funds for construction of a hangar, our monthly breakfast has become a local tradition. Folks from all over the Northwest come by car and by air to enjoy our breakfast, walk the flight line, and talk airplanes. Bring the kids, Grandma and Grandpa, wave at the planes and share some great food and wonderful company!

The menu is simple: scrambled eggs, blueberry pancakes, strips of bacon or breakfast sausage, grits, orange juice, coffee, tea, hot chocolate.
 Cost is nominal, just \$5.00 for Adults, \$2.00 for kids.

Rain or shine, holidays or not, breakfast will be served the first Saturday of every month. The hangar door to the dining hall opens at 8:00 AM. The hangar door to the dining hall is usually closed by 10:00 AM, but if you're in line by then, you'll be served. No one goes away hungry!



Breakfast KP Duty

Saturday, March 5th , 2011		Saturday April 2nd , 2011	
7:00 AM — 9:00 AM	9:00 AM — Cleanup	7:00 AM — 9:00 AM	9:00 AM — Cleanup
Andrey Cheremnov	Al Cleveland	Chuck Carlbom	Dave Edtl
Art Cornelius	Bill DeLacey	William Drake	Dunstan Fandel
Chuck Curtiss	Bob Coombs	Bob Duncan	Dale Fillmore
Dan Benua	Brad Bonn	John Cox	John Flood
David Carlson	Mike McMain	Don Dykstra	Ray Fogg
Ed Arthur	Garrett Damitz	Steve Ebmeyer	Wendell Foltz
Gary Daubert	Henry Bartle	Greg English	Joe Blank
Paul Grimstad	Jerry Cochran	Bob Eurick	Pete Forsyth
Mel Carstetter	John Barker	Jon Friedemann	Walt Foster
Norm Durrell	Jon Hopple	Ryan Amendala	Warren Fraim
Richard Ebers			Brian Freeman

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 the cashier that you are working that day.

Rogue River Lodging:

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 5/25/10. After May 25th the rooms will no longer be available.**

Lodge at Riverside- (two blocks from boat launch) www.thelodgeatriverside.com

955 Southeast 7th Street, Grants Pass, OR 97526 (541) 955-0600

- Reserved 5 rooms, 3 Kings and 2 Queens- \$170.00 plus 10% room tax, wine reception and breakfast included- all rooms river view

Riverside Inn- (right at boat launch/ ticket ofc) www.riverside-inn.com

986 Southwest 6th Street, Grants Pass, OR 97526 (541) 476-6873

- Reserved 5 rooms, all Queens - \$125.00 plus 10% room tax

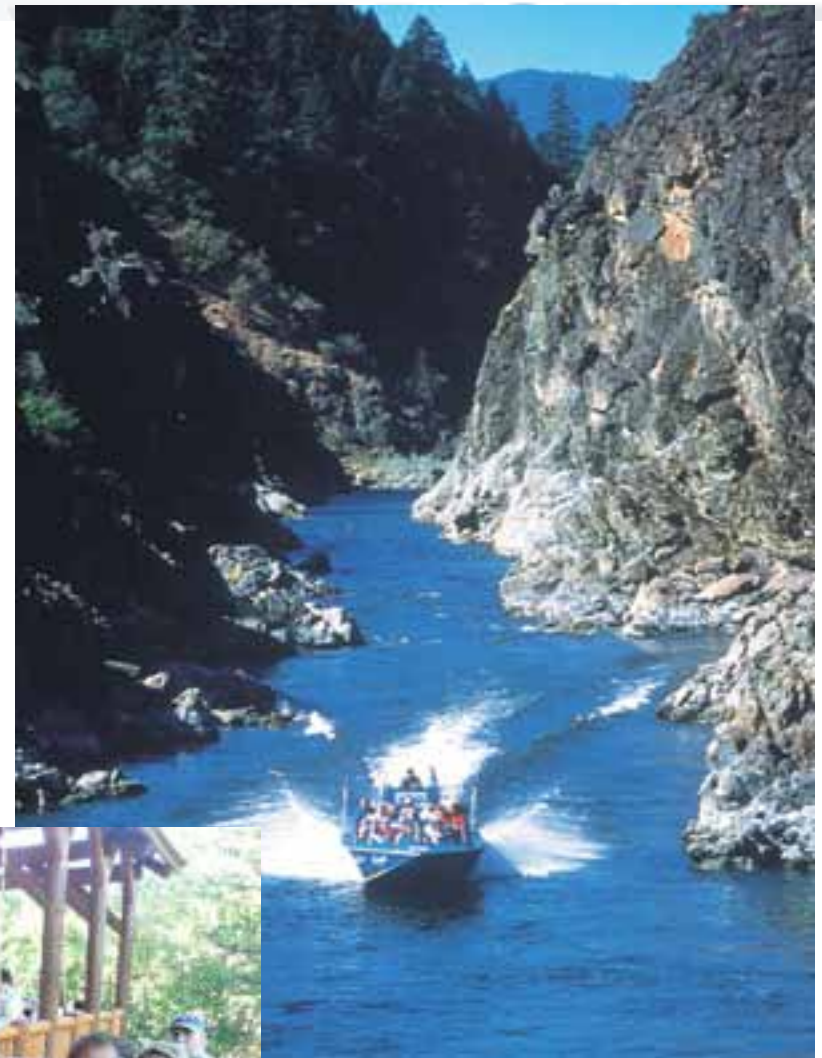
Best Western- (10 blocks way) Note: No rooms reserved

- \$107.00 plus 10% room tax

111 N.E. Agness Avenue, Grants Pass, OR 97526 (541) 476-1117

Summer is on its way...its time to get ready for Fly-In Fun!!

EAA 105 has once again put together a great summer excursion: **a fly-in the weekend of June 25-26th 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.





Wow, I wish I could stick a landing like those EAA-105 Pilots....



Itinerary- The plan is to fly in or drive down Saturday morning for breakfast hosted by EAA 725 at the airport. Lunch will also be served at the airport 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 EAA Chapter.

Hellgate will not take reservations or take money directly. The club is directly responsible for the 25 seats. Last year the seating for this same trip went quickly so don't delay; we only have 25 spaces and that's it!

At 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 dinner 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 \$60.00 for each person in your party.



My hubby is AWESOME in a wet T-shirt!!

Aviation Events:

Sat. March 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, March 13, 2011 10:00 AM - 12:00 PM - EAA 292 Chapter, Independence - Craig Catto, from Catto Propellers, has been in the business of designing, analyzing and manufacturing composite propellers for many years. He has produced propellers for many homebuilt aircraft. Craig will discuss the design, manufacture and care of composite props and talk some of the more unique airplanes his props have powered.

March 10th, 2011 — EAA 105 Chapter Meeting, See Pg. 8 for details.

March 17th, 2011 — EAA 105 Board Meeting.

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

And hang on to your head-sets, Here is a sneak-peak of other Fly-In Events in the works. *If you would like to participate in organizing any of these events, or have suggestions for other events, please contact Bob Duncan at n6tu@comcast.*

- | | |
|------------|-------------------------|
| May 14 | Sun River Lunch Fly-Out |
| June 11-12 | Joseph, OR Fly-Out |
| June 18 | Scappoose Fly-In |
| June 18-19 | Nehalem Camp-Out |
| August 13 | Port Townsend Fly-Out |



Joseph, Oregon



N601RT at Sunriver



Homemade Pie at Port Townsend



A Note from our President: Membership Roster

Ron Singh

Traditionally, our chapter has produced a paper roster booklet that contains member's contact information. So far, we have not produced a digital or on-line version of this roster. However, we are preparing to do so and we want to inform you so that you can opt-out of your contact information being included in this on-line publication if you choose.

Our plans are to develop a "Members Only" section of our website which would require a username and password to access. This section would contain the membership roster and a few other things that will not be available to anyone except members. John Jessen, our Web Developer, is in the process of developing a whole new website and will include this "Members Only" section. We will not publish the new on-line roster until the first of May. We want to delay this implementation to give John the time to setup the "Members Only" section, for us to verify all contact information, and to give you the opportunity to opt-out if you feel compelled to do so.

You will soon receive an email containing all of your contact information that is currently in our database. We would like you to respond to that email if there are corrections needed and/or if you want to opt out of the roster publication. We will continue to publish the paper roster and it will be available as before at the monthly breakfasts and other events. We feel that any organization that brings people together with a common interest should provide its membership contact information to all members to encourage and facilitate the interaction and sharing of information amongst themselves.

We are also considering making all of our membership renewal dates to be the 1st of January which will greatly simplify membership coordination and the development of the roster publications, etc. To adjust everyone to that date, dues would be prorated accordingly. If you have any concerns about this please let me know.

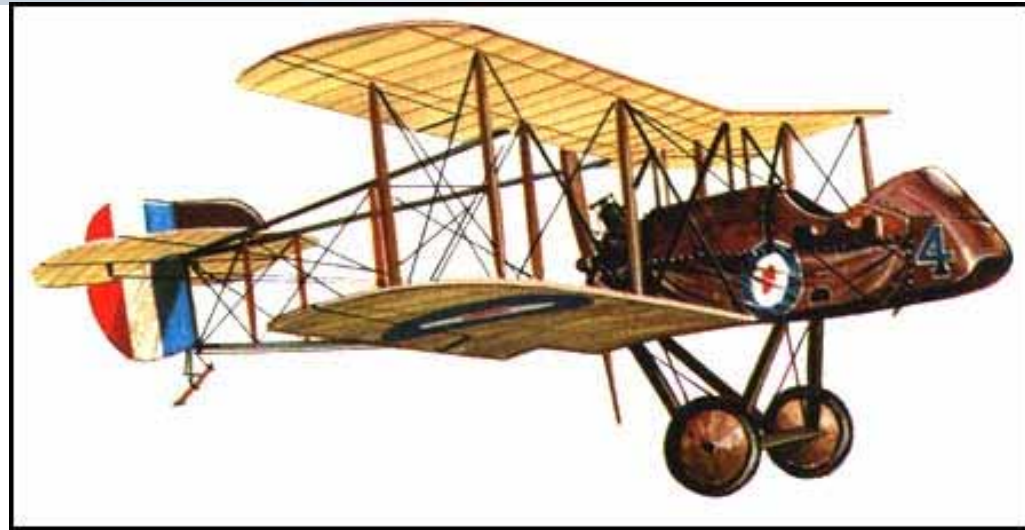
EAA 105 Chapter Meetings:

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.



Description: It does not go fast, it does not go far, it does not handle turbulence well, it is not easy to transport, it does not protect the pilot from the elements, it does not have much useful load; it is unique!

Many of us have seen Bristols, Fokkers, Junkers, Nieuports, Sopwiths and SPADs, but few of us have seen de Havilland DH.2s.

This last concern is being addressed. Five replica Airco de Havilland DH.2 WW1 fighter biplanes are under construction in Independence, OR. Come and listen to a presentation regarding the construction project by one of the newest members of the EAA105 BOOT (Builders Of Other Types) group. Additional information regarding the original aircraft can be found at

http://en.wikipedia.org/wiki/Airco_DH.2

EAA105 Chapter Meeting Thursday, March 10th

**Program: Constructing Replica DH.2
Aircraft**

**Location: EAA105 Hangar (Starks
Twin Oaks Airpark, 7S3)
2140 NE 25th
Hillsboro, OR 97124**

Socializing and dinner: 6:30 PM

Business: 7:00 PM

Program: 7:20 PM



NOTAMS



The Northwest RV Fly-in is scheduled for June 18th, 2011

but won't happen without a team of volunteers to organize and run it. So, if you are the organizing, contributing, or bossy (as in fly-in boss) type... the chapter wants you

We need:

1. Fly-in Boss -- 1 person to coordinate with the Port of St. Helens, the FBO, the vendors, and the crew chiefs.
2. Grounds Setup Crew -- 1 crew chief and 4 or 5 people to bring over and set-up tables, chairs, T-shirt sales tent, etc.
3. Auto Parking Crew-- 1 crew chief and maybe one other person to set up signs and guide the first couple of cars in. They also will take down and pack up signs when finished.
4. Airplane Parking Crew-- 1 crew chief and 6 to 10 people spread over a couple of shifts.
5. T-shirt sales -- 1 crew chief who designs the shirt and one or two assistants to help with sales.

Besides the fun and satisfaction you would get from participating, the fly-in boss and crew chiefs get a free T-shirt for their efforts. The job duties are pretty straight forward. We have a documented aircraft parking plan, but the rest is pretty ad-hoc. The event runs from 10:00 am to 3:00 pm.

Please contact me via email (ron.singh@eaa015.org) or phone (971.998.6989) if you are interested in volunteering.

The Young Eagles will have a season kick-off meeting Saturday March 5th. Kim Vermilya and her assistants and pilots, will meet at the chapter hangar following the pancake breakfast. The first YE rally of the year will be on Mar 19 at Twin Oaks, weather permitting.

Bruce Eicher is looking for volunteers for the B-17 tour

- Friday, Saturday and Sunday May 20-22
- Need 4-5 souls for AM shifts, and 6-7 souls for PM shifts each day
- AM shift; 7:30-1:00, PM shift; 12:00-5:00 Shifts could run over if busy.
- Positions will include greeters, tour guides, souvenir sales, crowd control, and plane's ground crew and prop spinners.
- All volunteer's names will be thrown into a drawing along with the young eagle volunteer's and pilots for a ride on the B-17 to the next destination, Seattle.
- Information material (cheat sheets) will be provided to make you an expert tour guide!

Please e-mail Bruce Eicher at Bruce@WilsonvilleDiamond.com

**Pearson Field Open House - Saturday, March 5, 2011 at 10:00 AM
ATC Temporary Tower Informational Meeting
Pearson Air Museum on Pearson Field
1115 E. Fifth Street
Vancouver, WA 98661**

With construction beginning at Portland International in April there will be an increase in air traffic overflying the runway environment at Pearson (VUO). To enhance safety there will be a temporary control tower in operation at Pearson from April through October of 2011. Please come to this free open house to get information from PDX Controllers on what to expect with the changes. To view further details and registration information for this seminar, go to this web page: http://www.faasafety.gov/SPANS/event_details.aspx?eid=37026
The sponsor for this seminar is: PDX Tower & the FAA Safety Team
The following credit(s) are available for the WINGS/AMT Programs:
Basic Knowledge 3 1.00

MISSION COST: (Pre-Stop Booking Prices)

\$399 \$439

per person (EAA Members)

**E-Z Pay (EAA Members)
4 payments of \$99.75***

per person (non-EAA Members)

**E-Z Pay (non-EAA Members)
4 payments of \$109.75***

WALK-UP PRICES:

EAA Members: \$425 | E-Z Pay: 4 payments of \$106.25

Non-EAA Members: \$465 | E-Z Pay: 4 payments of \$116.25

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.

Bruce Eicher is looking for volunteers for the B-17 tour! Please mail Bruce Eicher at Bruce@WilsonvilleDiamond.com if you'd like to participate in this Fun Flying Event!



...is an example of the American heavy bomber that helped turn the tide of World War II. You can see and tour this classic airplane - and actually fly a mission!

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 classic airplane - and actually fly a mission!



Mission:

Hillsboro Oregon May 20, 21, and 22, 2011

Target:

Hillsboro Airport

Location:

3301A NE Cornell Road
Hillsboro, OR 97124

Mission Times:

8:00a.m. 9:30a.m. 11:00a.m.
8:45a.m. 10:15a.m.

Special Instructions:

Saturday and Sunday 9 AM to 3 PM

FREE! Young Eagle flights in a single engine aircraft for kids ages 8 through 17

For more info go to www.young eagles.org

For reservations & inquiries call 800-359-6217

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

Photo taken by: Mitch Bowers ★ www.imagewerx.com

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

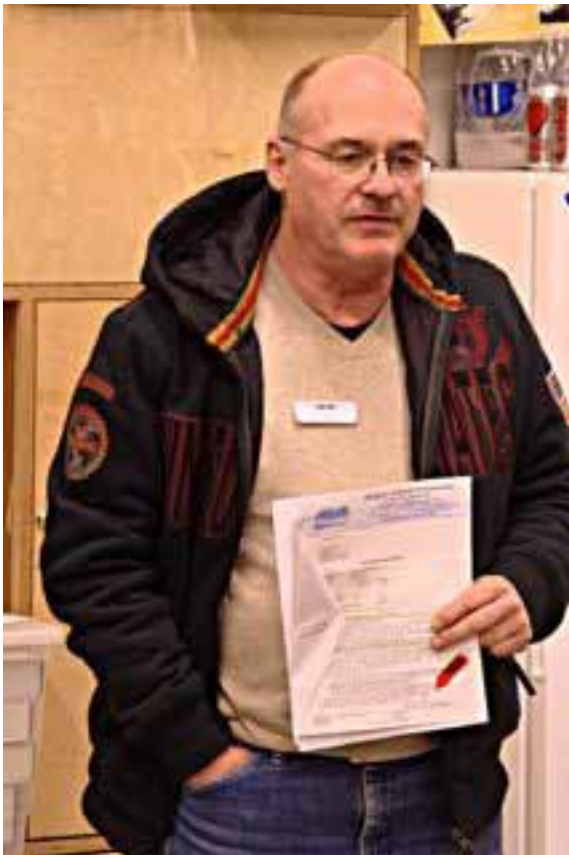
CHAPTER MEETING REPORT



By Benton Holzwarth, Secretary At Large

February 10, 2011, we met in the chapter hangar on Twin Oaks. The topic for the evening was a presentation by Noel Jones on his upset-recovery training and the care and feeding of his Yak-52.

Tonight was also the first for a change we're adopting for our chapter meetings. In the past, the meeting host was asked to organize some refreshments -- which could be anything from a bag of chips to a full-on dinner. Not knowing quite what it would be made it a little difficult for the folks coming straight from work to plan. Rather than expect our meeting hosts to get more extensive, Roy Thoma has taken on responsibility for organizing the meals, to be served at future meetings. Tonight's fare was homemade chili, tossed salad and cookies.



The Business Meeting

For milestones, James Bagley announced the first engine-start on his RV-6A project. Steve Rosenstock is installing the controls in his KR-2S-stretched. Bruce Swayze has his RV-7A fuse kit complete and has the finish kit on order. He's planning to install a IO-360. The team working on the RV-12 in hangar G-3 are ready for paint. They're holding off on the first engine start 'til the paint is applied, to avoid issues with the inevitable oil leaks that would interfere with painting.

Bob Duncan gave a quick update on our first chapter fly-out for the season. The fly-out committee, and Bob as main organizer, are planning to again visit the Grants Pass chapter. We're invited to their festivities and our group will again ride the Rogue river jet boats to an evening dinner party on a restaurant an hour down the river. The chapter has reserved several rooms at one of the Grants Pass hotels, as well as seats on the jet boats. More information will be available soon.

Chapter Meeting, Cont...

With that business out of the way, Bruce Rose introduced Noel Jones. Noel flies a Yak-52. Bruce sought upset training as his most recent BRF with Noel in the rental Citabria at McMinnville (MMV.) The Yak is registered in the Experimental/Exhibition category and can't be used for training.

First Noel talked a little about his Yak, punctuating some points with a small hand model he'd brought. Yakovlev is one of three 'design bureau's in the (former) Soviet Union. They won the contract for a primary trainer and designed the Yak-52, 1800 have been produced. Some aspects of the plane were set up to simplify the transition to the MiG jets the pilots would be later flying, for example the throttle quadrant mimics the jet setup and the tachometer is marked in percent-power rather than RPM.

The plane uses the famous 360 HP, M14P radial engine (Noel's has been upgraded to the 400 HP variant,) and as Noel says, "If it's not leaking oil, it's because it's out." The airframe is fully aerobatic, rated at +7/-5 Gs. It also has a non-symmetrical wing airfoil and a little wing dihedral, so as an aerobatic mount, it does require work. It has sufficient power to reach entry speed for its aerobatic maneuvers from level flight, not having to dive for speed like some other planes. When asked how his plane relates to the 'Chinese Yaks,' he said the Nanching planes are similar to the Yaks, but the chinese changed many elements, added dihedral, squared the tail, etc. Noel adds that he's made his a little more unique by removing some of the old *heavy* equipment; his is down 240 pounds, including removal of one 22 pound gyro. And he adds that much weight reduction on top of the power increase makes a real performance difference.



Chapter Meeting, Cont...

Noel says you can find a Yak-52, ready to fly, for about \$70k. If you opt for one of the \$45k ones, you'll just wind up spending another \$30k getting it ready to go. Annuals tend to cost like a Beechcraft Bonanza.

Noel's interest in instructing upset-recovery led him to the Yak. A friend had introduced him to the local IAC (International Aerobatic Club) chapter. He was a little concerned initially that he wouldn't be accepted, flying a non-traditional aerobatic mount, but he said that wasn't the case at all and has really enjoyed flying with IAC-77 which meets at Aurora.

He covers his own expenses; the plane consumes 18 gph of fuel cruising at altitude and 40 gph when performing. Other members of IAC-77 fly Pitts' or RVs. One guy flies an RV-8 in Sportsman class and does great, says Noel.

Since Noel's Yak is registered as Experimental/Exhibition he has to specify to the FAA where he'll be 'exhibiting' it whenever he leaves his designated practice area. So far, he's planning to show at the Olympia and Tri-Cities airshows and is working on a couple other venues. He plans on attending 5-6 contests and airshows each year. Also the Pendleton contest comes in August. The three-day event is sort of like compulsory ice skating he says, with everyone performing the same maneuvers.

Volunteers are always needed at the contests. One of our members, Andy, helped last year at the judging line. He said by the end of the contest he could also see what the judges were looking for in each performance.

Asked about aerobatic instruction, Noel says he's cautious about flying in other people's airplanes, tho' an individual can practice the maneuvers by themselves once they've satisfied a couple simple requirements (distance from airways, etc) but with two people aboard, he notes that parachutes are required and few planes have the seats configured to allow for parachutes unless it was specifically set up for aerobatics. The Citabria available for rent at MMV does have parachutes available.

He notes that in spins, the incipient spin stage continues through the first rotation at least, as the plane is still moving forward through the air. It's not until it's descending vertically that the control advantages due to the forward motion are evaporated.

Noel points to his website, www.badyak.com, for more information on his Yak-52 airplane in aerobatic competition and airshows.



Safety Briefing



Len Kauffman took a turn at the ‘Safety Brief’ short presentation this month. He started with trick questions, trying to set Dick V up for a math mistake, adding numbers in his head leading to an expected rather than correct result. (Dick was on to him and didn’t fall for it.)

The theme continued with the less funny ways pilots are led to making mistakes in our flying. Len projected photos of several cockpits with controls that have led to numerous accidents, from the typical gear-retract lever adjacent to the flap-control to examples from his experience flying OV-1 Mohawks.

Another example was a fuel boost pump switch adjacent to the avionics master. The flight noted was in IMC and the pilot was configuring for landing when he completely shut down his radios and GPS. The power was quickly restored but notes that the particular model of GPS takes close to two minutes to power up and be ready.

The lesson to us, as homebuilders that will choose where our controls are mounted, is to group controls by functional area (engine controls, avionic controls, etc) or by phase of flight (controls operated while on the ground separated from those adjusted in flight. Even going so far as to put them on separate sub-panels, not just separate rows on the panel helps.) Just putting the controls where they’re easiest to mount leads to the sorts of issues that have been downing airplanes since flying was new.



This shot is of an OV-1 control pedestal showing two identical yellow-black-striped handles used only in emergencies. One drops the landing gear. The other drops the wing stores (150-gallon fuel drop tanks plus other items). Pilot had hydraulic failure and was trying to drop the gear, but pulled the wrong handle. Two fuel tanks dropped into someones back yard.

Safety Briefing, Cont.

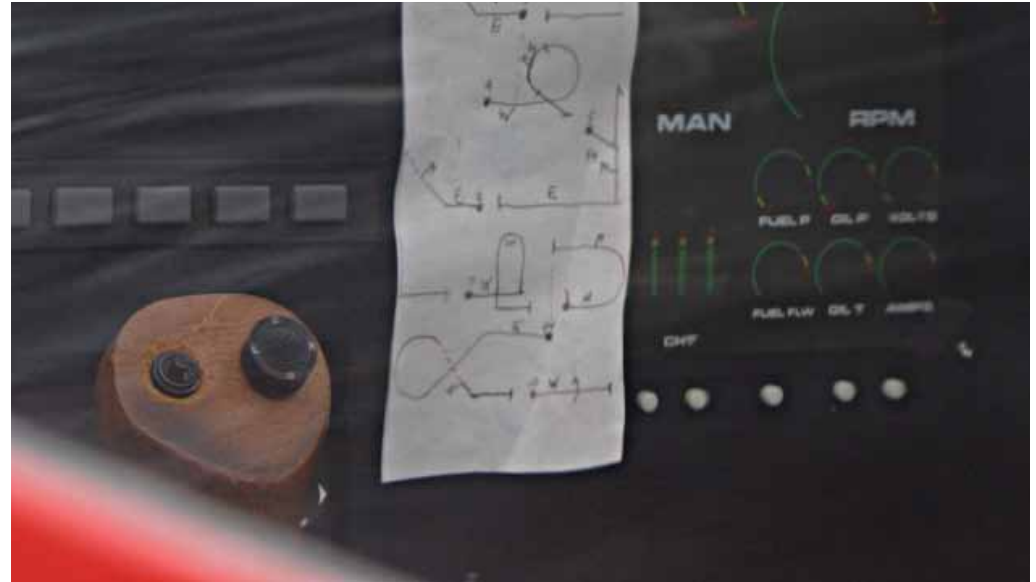
The other take-home lesson: when you adjust some control and something bad happens -- undo that control change!



Last but not least, become as familiar with your plane as you can. Sit in it with your eyes closed and practice until you can reach for a control and find it immediately. Touch every switch. Be particularly deliberate in unfamiliar planes. Several people had testimonials of mistakes made when operating airplanes they were not completely familiar with.

This is a photo of an early Bonanza. In two cases I know about, pilot pulled mixture to idle-cutoff position when intending to pull cowl flaps. Both knobs are to left of center console and operate in similar fashion (press center button and pull). Not easy to make out the knobs for those unfamiliar with early Bonanzas. In both cases the pilots made off-airport landings with little or no damage.





Safety Presentations at our monthly Chapter Meetings:

The following members have volunteered to make a 5 minute safety presentation at the EAA 105 General Membership Meetings. If you would like to share a safety related experience or have a particular subject on safety that you would like to present to the membership, contact Bob Duncan (N6TU@comcast.net).

Mar- Ron Poe	
April - Roy Thoma	Sept- John Jessen
May- Rion Bourgeois	Oct- Tom Louris
June- Ron Singh	Nov-
July-	Dec- no meeting

Mystery Plane Contest!!

Do you recognize this plane??
The first three people to send the type of plane and name of the owner to:

EAA105Newsletter@gmail.com
will win a FREE PANCAKE BREAKFAST!!
That's right, Your Newsletter editor, Debbie Dive-Bomber, will treat you to a delicious pancake breakfast if you reply with the owner of this plane, and what type of plane it is.

(fine print: answers must be received by March 20th, and winners must attend the April pancake breakfast. Well, ok it does not have to be April, it can be May, but I do have to receive your response before March 20th)

Chapter 105 Officers and Board

President / Membership Coordinator	Ron Singh	503-646-2144 ron.singh@eaa105.org
Vice President / Meeting Coordinator	Bruce Rose	503-848-2228 bruce@falcondesign.com
Breakfast Volunteer Coordinator	Len Kauffman	503-885-1920 lakauf@comcast.net
Young Eagles Coordinator	Kim Vermilliya	kvc2@earthlink.net
Web Master	John Jessen	503-656-2255 N212pj@gmail.com
Treasurer / Poker Run Coordinator	Jennifer Hickman	503-651-2230 jennhickman@aol.com
Secretary	Benton Holzwarth	503-684-2008 Benton@siletzbay.com
Breakfast Crew Chief	Joe Miller	503-475-7433
Fly-Out Coordinator	Bob Duncan	503-970-3092
Newsletter Editor	Sandra Bes	EAA105Newsletter@gmail.com
Facilities Mgr. / Legal Counsel	J. Rion Bourgeois	503-646-8763 rion@att.net
Quartermaster	Paul Johnson	503-648-5362 pwjohnson@att.net
Librarian	Jim Mitchell	503-644-5258 jmichell1@msn.com
Bogardus Trust Liason	Dick Van Grunsven	503-678-6545 engineering2@vansaircraft.com
Meeting & Breakfast Support	Roy Thoma	503-708-5794 Roy@AbornThoma.com

The Next EAA 105 Board Meeting
is scheduled for Thursday March 17th .
Ron has reserved the conference room for at:

Baja Fresh Mexican Grill
12286 SW Scholls Ferry Rd
Tigard, OR 97223



Do you recognize this pilot?



AA Flight Advisors are EAA member-volunteers who can help you prepare for the first flight of your new aircraft. They will provide guidelines that can help the decision about who should make the first flight in your plane and also craft a proper first flight and test phase plan. If you need more instruction in a certain type of airplane, a Flight Advisor can help you find it. If you choose to have a test pilot fly your airplane instead, a Flight Advisor can help you find and evaluate other pilots. Flight Advisors also have the resources of EAA available to assist you.

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



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.

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



Adds are free but subject to editing. Aviation related ads are given priority. We reserve the right to refuse any ad. Submit to the Editor at:

EAA105Newsletter@gmail.com

Ads will run for four issues, and may be renewed by emailing the Editor.

FLY MARKET



For Sale

Oxygen System: Aero Medix: 2 place - E-Ox System 255 W/ Oxymizer oxygen conserving cannulas...comes prefilled with oxygen. \$170.00...
ICOM Navicom IC-A22 hand held VHF Radio. \$70.00...
Call 503 982-5615



FOR SALE: PA-12 SUPER-CRUISER

4132 Hrs TTAF, 160 HP, O-320A2B, 560 Hrs SMOH, B&C Starter, B&C Alternator, Borer Prop, Super Cub Tail, Flaps, Booster Tips, long-range tanks (61 gallons total fuel), Float Fittings, Lifetime sealed struts,

KLX 135 GPS/COM, KT 76A Transponder, Night VFR panel, PS 1000 II Intercom, Attitude Indicator, EGT/CHT Gauge, Strobe Lights, Landing Lights, Extended Baggage, 8.50X10 Wheels and second set of 6.00 X 6 wheels. **\$62,500.00**

Located in Troutdale Oregon (KTTD)

brianjfreeman@msn.com 503-666-1606 (home), 503-307-9290 (cell),



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

Hillsboro Flying Club

Hillsboro Flying Club -- \$500 gets you your own set of keys to a Cessna 172! \$69/hr wet tach. Low overnight minimums. We also have a Cessna 182 and a Beechcraft Debonair. All planes VFR + IFR and GPS equipped. Not-for-profit club operated by pilots who love to fly.

www.hillsboroflying.org

503-525-1199

<http://groups.yahoo.com/group/hillsboroflying/>



Brentz Enterprises - Tail Lynx - Tail steering springs made from aircraft-grade materials. Small, strong, streamlined and all Stainless steel. Now available through Van's Aircraft - www.vansaircraft.com or 503-678-6545

Stumped on your paint job for your dream project?

ARTISTIC AVIATION is unique aircraft graphic design and custom painting by John Stahr Eugene, OR. Creating dreams with builder's budgets on truly artistic aircraft. See some of your fellow aviators on our website www.ArtisticAviation.com



EAA 105 Newsletter Editor
3360 NE Jackson Rd. Loop
Hillsboro, Or. 97124

FIRST CLASS MAIL

TO:



MARK YOUR CALENDARS!!

**NEXT CHAPTER MEETING
THURSDAY MARCH 10**

Twin Oaks Hanger G-1

Constructing Replica DH.2 Aircraft

http://en.wikipedia.org/wiki/Airco_DH.2

