

HOME WING



Newsletter of the Home Wing of Van's Air Force — Builders and Fliers of Van's RV Series Aircraft



SNF2K

by Kevin Lane

My first extended cross-country trip in my newly certified -6A was to Sun-N-Fun two years ago with my hangar mate, Brian. We took my plane because I don't fit in his. Last year I took my wife, Ellen, and amended the trip by continuing east to the Bahamas. This year would involve picking up my brother in Chicago before heading south. His wife was getting cold feet at the last minute about letting Michael go. I didn't bring up the news of Bill and Jeremy.

I got a late start at 10:40 from TTD, tanks full, camping gear in back, and that slow, long take-off roll where you know you're going somewhere, not just bopping around town. I got on flight following rather than filing a flight plan. Some day I'm going to have to get into that habit. I guess I hate to admit that I'm not positive where I'm going and exactly when I'll arrive. So it

became The Dalles, Boise, Burly, and Afton for gas. Over Jackson Hole I hear a motorglider bragging about thermals in the 35 degree weather. He's in a Katana climbing at 1500'/min. I can't match that climb rate at 14,000' but he's only doing 80 mph so I finally find him. Those slender wings are very difficult to see with the snow below. We circle and I attempt photographing him, although I am too close to actually look through the viewfinder. Definitely point and shoot. When we break apart I notice we are at 15,500'.

I had hoped to see Devil's Tower and Mt. Rushmore before heading down to North Platte for a free room with an RV builder. The weather around Rushmore is not too photogenic so I hunted down Devil's Tower by using the Rand-McNally atlas. I quickly discovered that sectionals and WAC charts don't show many attractions and are very difficult to use when getting weather briefs since you can barely tell what state you're looking at. The Tower was just breaking out of the clouds at 5:30pm. I slowed down and circled, flying with the stick

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Meeting coordinator:
Randall Henderson
503-297-5045
randallh@home.com

MONTHLY MEETING:

(2nd Thursday every month, various locations, 7:00 pm)

There will be no meeting in June due to the fly-in.

Tentative future meeting schedule:

July: Randy Griffin's
Aug: Jerry & Judy VanGrunsven's (tentative)
Sept: Jeff Jasinsky's (tentative)
Oct: Van's (Aurora)

Meeting places are always needed; if you'd be interested in hosting a meeting please contact Randall Henderson at 503-297-5045 or randallh@home.com

Home Wing Web Site Expanded

Randall's employer, EDT, has been graciously hosting the Home Wing web site for several years now (thanks Mr. EDT!). Recently our webmaster, Randall Henderson, has done some major upgrading to the site. Some of the new expanded functions include..

- Back issues of the newsletter available for download. These are the Adobe Acrobat versions which are of course in color. The most recent three months will not be available—for members only.
- Members planes & projects section—if you have a web site be sure and let Randall know. There's quite a selection there already.

Check them out at www.edt.com/homewing.

New E-mail Address for Editor

Please note my new e-mail address for all correspondence... randy@rv-8.com (easy to remember, huh?)

EAA CHAPTER 105 Pancake Breakfast:
First Saturday of every month at Twin Oaks Airpark, 8:00 am, \$4.00 (always lot's of RVs to look at too!)
This month: 6/3/2000

EAA CHAPTER 105 Monthly Meeting:
Third Thursday of every month at the EAA 105 hangar/clubhouse, Twin Oaks Airpark, 7:00 pm
This month: 6/15/2000

EAA CHAPTER 902 Monthly Meeting:
Second Wednesday of every month at the Mulino Airport in the OPA building. For info call Gary Sparks at 503-251-0843
This month: 6/14/2000

Winnemucca Fly-in, June 17-18

The Winnemucca Fly-in is a grassroots type of local air fair with possibly an F-18 coming over from Fallon. I enjoyed the local flying group there recently and there are a few RVs on the field. It's also a nice flight over, crossing over the Steens Mts.

...Bob Boring

Newsletter Delivery

Our member database continues to hover around the 150 mark (presently 148). Newsletter delivery is split 68 mail, 80 e-mail. I'd like to encourage those still receiving b/w snail mail to switch to e-mail delivery. Some of the benefits include...

- **Faster delivery:** you receive the newsletter 2-3 days ahead of snail mail.
- **Full COLOR:** with the increasing use of photos this adds another dimension you don't want to miss.
- **Storage flexibility:** you can print it on your own printer, or leave it stored electronically, or both.

If you're interested but unsure let me send you a test copy. Just send me an e-mail (randy@rv-8.com) and I'll send you a test copy.

Lastly, I would encourage ALL members to make sure I have your e-mail address even if you don't get your newsletter that way. I occasionally send out e-mail to all on important notices.

Thanks!

...Randy



The members of the Home Wing of Van's Air Force invite you to attend the...

NINTH ANNUAL NORTHWEST RV FLY-IN



Saturday, June 24th
10:00 am—4:00 pm
Scappoose Airport (SPB)

This is the premier RV event of the Northwest, with good food, souvenir t-shirts, vendors, prizes, lots of RV camaraderie, and more! Last year we had more than 80 RVs, with examples of every model including the RV-9 (prototype). The BlackJack squadron flew down from Puget Sound and did some formation flybys, and a bunch of Young Eagles got rides. This year should be even better, so come join the fun!

We'll be there rain or shine, so even if the weather's sub-par and you have to drive, come on in anyway. We can congregate in the hangar, eat burgers, and tell flying stories

Construction Alert!

There is a possibility that scheduled runway and taxiway construction work may necessitate a last-minute change in venue of our fly-in. We are still counting on having the fly-in at Scappoose, but if circumstances dictate, we may be forced to move. Please check back here later to confirm that the fly-in will be at Scappoose. We hope to know for sure by early July

Procedures, Air Traffic and Otherwise

- Please help Scappoose Airport be a good neighbor and fly the published pattern at the published altitude. **No low fly-bys or aerobatics.**
- After landing, monitor ground control on **129.25**. Follow the greeter's directions for parking. Please shut down your engine upon leaving the taxiway.
- When departing, pull your plane onto the pavement before starting your engine so as not to blow grass and dirt all over everyone else's planes.
- PLEASE keep hands off of, and stay out of, other people's planes unless invited to do so, and keep an eye on your kids to make sure they do the same. These are lovingly crafted machines, and their owners deserve to be able to fly them away in the same condition that they arrived in.

Attention!

Home wing members (and anyone else who wants) are encouraged to come early (8:00am) and help get set up. We will also be recruiting for help with food, meet & greet, auto parking, t-shirt sales, etc. Please be a pal and sign up for one or two shifts. Everyone pitching in means no one has to spend the whole day working. That way we all get a chance to have some fun!

Fiberglass Class

Wally Anderson and Charles Rice will be providing a "Fiberglass Tips and Tricks for RV builders" class at the 9th Annual Scappoose Home Wing RV Fly-in". Look for the signs at the Fly-in, class time is 11:00 am

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between my knees, shooting out the left side. By the end of the trip I was getting pretty good at this technique. I stayed in Newcastle that night, with the price of fuel now a free room better be close by. The FBO gave me the courtesy car and sent me to The Old Mill restaurant, which started out as a flour mill specializing in pancake flour.

Mt. Rushmore the next morning is a bit of a let-down from the air. Having seen so many shots from the ground with the presidents looming high above I laughed when I finally located the stately quartet. Kinda like 3-D graffiti. So I was off with only Denver Center, MPLS CNTR, Sioux Falls approach to keep me company. Landing in Dubuque for fuel I got a rare opportunity. Apparently a pilot got to take his F-18 home for the weekend and left it there on the ramp. "yes, you can park beside the F-18 so long as you don't cross the double yellow lines". (see cover photo) I may have looked like a fool sitting on the ramp taking wannabe pictures of the F-18/RV-6A pairing, but hey, I'm on vacation.

Flight following took me right in to Palwaukee, 5 miles north of O'Hare. Who says class B airspace is tough?! My brother Michael works for Navtech, the auto GPS people. He decided to collect data on his laptop during our trip. He brings an adapter to run the laptop and GPS unit from a cigarette lighter socket. He didn't tell me that the adapter must weigh 5 lbs and actually turns it into 110v AC, and that it creates a low hum in my ANR headsets. We fail to locate any scales to weigh all this stuff. Even the FBO said, "why would you want scales?". Sorry, shoulda' flown a Cessna.

My landing in Parsons, TN was probably the worst landing I have made in 450 hours of RV flight. Three, count 'em, log 'em. I think we are a bit tail heavy, Michael. He was sorta' quiet. We have good tailwinds. I am seeing 171 kts ground speeds. We arrive in Pensacola in 4.8 hrs. I grease the landing and Michael confirms that I do, indeed, know how to fly.

Our friends convince us to stay an extra day and tour the Naval Air Museum and Fort Pickens. The IMAX movie has footage from one of the Blue Angels in formation. You can count the rivets on the next plane. The solo loops, rolls, and spins don't bother me as they do non-pilots, but the formation flying stuff was intense. Yes, straight and level has a whole new meaning with one wing length separation.

Our friends are building an oceanfront home so
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TOP: Jackson Hole, WY. MIDDLE: Devil's Tower, South Dakota. BOTTOM: Mt. Rushmore, SD

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we said we would photograph it as we departed. The tower gave us permission to fly by since it was within their veil. Michael was taking the second shot when I hear, "N3773, you have Blue Angel traffic 1 mile, 600', TURN LEFT NOW". There was a practice airshow that morning. Besides, we were at 200' MSL. So why the rush? Flying down the Gulf coast is easy with flight following. You get handed off from one to the next as you pass through the various navy bases. Then, when the big swampy stuff arrives it's, "so-long, squawk 1200."

Our Lakeland arrival was typical. As you get closer you start noticing more and more aircraft zipping about. We were all lined up headed to the airport from the Lake Parker starting point, in fact I was on long final, when the tower told everyone to return to Lake Parker and start over. One guy in a Cherokee must have been told 10 times NOT to use his call sign and to get in single file line. Over and over we would hear, "Lakeland tower this is Cherokee 983..". I would have laughed except this guy was ahead of us. I opted for the on-field camping rather than the display area which put us just short of the numbers, to the left of the runway. Once you got rid of the fear of a short landing it was fun to watch aircraft coming in all day long. It could be a B-17, a Pitts, a Lancair IV, even a Moni motorglider.

My overall impression of the 2K Sun-n-Fun was that attendance was down. There were lots of prototypes that weren't there this year. The mood at Van's tent was understandably somber and strictly work related. I didn't spend much time there but did notice a hand written note and spiral notebook for leaving remembrances, which appeared to be half full already. By Thursday the camping area looked deserted. I had flown down mostly for the trip and to be with my brother. With the loss of Bill and Jeremy I didn't feel real focused anyway.

From Lakeland we headed south to the Keys. Thunderstorms were coming but we hoped to miss them. We picked our way along the west coast and landed at Marathon, halfway down the chain of the Keys. It was



Kevin's brother Michael assumes the position at SNF. "Geez Kevin, why couldn't you build a high wing, it's kinda tight down here".

still early so we flew out to Key West. Visibility was not great, although we could see the big blimp on a rope, and I'm positive it could see us. We rented a small truck at Marathon, found a campsite at Ba'hai Honda State Park on the water. We drove 45 minutes, much of it on bridges, into Key West.

Kevin's Irish Bar looked like a good place to start. A guitar player was singing and insulting anyone who walked in with his adjectives limited pretty much to the F word. Next was the Hog's Breath Saloon which was packed. We had been there a while and I had been noticing this young guy trying to make the moves on a group of girls seated at the bar. Brought back memories of those "I wouldn't dance with you if you were the last male on the face of this earth" from college. At some point he said something that lead me to think he was a pilot. He did have a buzz cut. He laughed and said no but his buddy was. I about fell off my chair when he pointed to his buddy. This guy looked like a Fabio wannabe. Shoulder length blonde hair, thin, chiseled face, kinda' just hanging out looking cool. It turns out this guy was an A-7 pilot. We proceeded to talk airplanes for a good hour or more.

The weather wasn't VFR the next day so we were stuck in the Keys. We got a new campsite, this time on

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The author contemplates the exotic sunset with a Bud.

street with amusement rides and food booths. Definitely Mayberry. I was sitting at a table gnawing on a smoked turkey leg. I asked the guy across the table about the houses. One of them was used in "A League of Their Own" with Madonna. This guy works for Wilamette Industries of Portland.

Getting back to Palwaukee was tough. We got as far as Kankakee, but a 45 minute flight away. We went in to the FSS and talked with the weather guys face to face. What a difference when you can see what they are looking at. Uploading weather charts to the GPS screen cannot come too soon. We managed to get to Lansing. After an hours ride home Michael was taken care of. Now me.

I sat at the Lansing airport all day watching ceilings of 800'/3 miles vis turn into ceilings of 800'/3 miles.

Nothing changed. Brian's new instrument rating was making a lot of sense. Tuesday they again promised improvements by 11:00 am. Then by 12. At 1 pm I had 1200'/3 miles. I flew to Kankakee. After a briefing I headed for St. Louis. For the entire state of Illinois I flew at 1200' AGL with visibility sometimes 5,

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the Atlantic Ocean which was much better than last night's Gulf view (and only 0.1 miles away). Dinner was the usual, boiled water dumped in cups full of dry stuff, and because we had no other choice, Budweiser. Michael and I enjoyed sitting on the beach watching a cruise ship head off to the Caribbean while talking on a cell phone to another brother, Tim, in Seattle. That night a major thunderstorm in the Caribbean lit up the horizon every 10 seconds with lightning for an hour.

Michael needed to get home to Chicago by Sunday. Once again we heard "VFR not recommended" but with promises to just come back if it was bad we headed up the Gulf coast. Florida was getting pounded with thunderclouds that were easily topping 25,000'. But the coast had good visibility and we headed north. We got to Henderson, KY that day. One of the line boys gave us a ride to a motel in town. The old houses there are impressive. We walked over to a festival being held down the main



St.Louis, home of the author's former employer, Annheuser-Busch, as seen from an RV.

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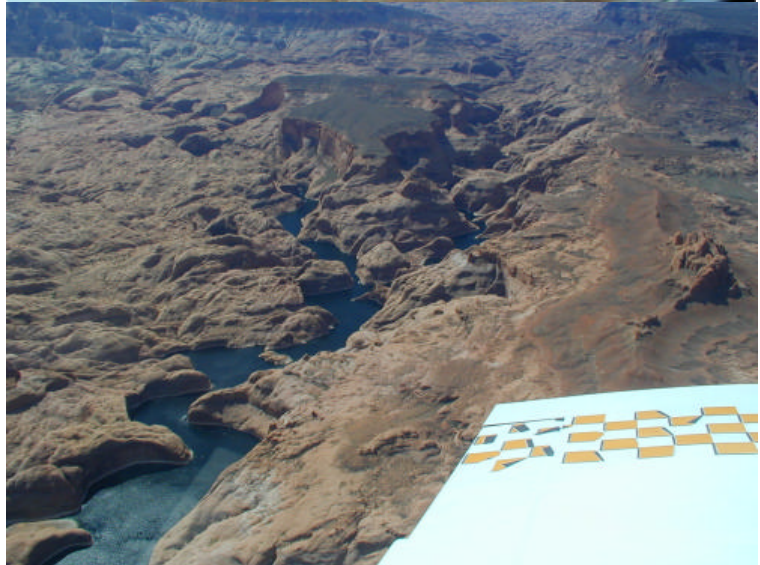
sometimes less. At 140 mph the RV-6A will just sip the fuel. An hour of flying and the needle still showed full. I studied my GPS with all the radio antennas listed, well I hope all of them. Near St. Louis the clouds ended and I climbed to 8,500'. Now I had strong headwinds but at least I could see. By dusk I only made it to Amarillo. Yes, Texas. The straight Chicago/Portland route would have me catching freezing precip by western Colorado.

As true with my other visits to Amarillo, everyone was especially nice, the motel perfect and inexpensive. From Amarillo to Farmington, NM, I was seeing ground speeds as low as 97 kts. It was pay back time. Out of Farmington I saw Ship Rock, Rainbow National Monument, Lake Powell, Bryce Canyon, the painted desert and more. The day was gorgeous. A layer of widely scattered puffy clouds were above me while I flew at 8500'. The desert sky was a deep purple-blue above me fading to a green-blue at the horizon. The clouds actually reflected the red sand color on their underside. The headwinds were dying down. It was an idyllic flying day but I still had a bunch of ground to cover and after almost two weeks I was ready for my own bed.

From Vegas I was able to start north, past Tonopah towards Reno. There is a restricted area there which they actually monitor very closely, to the point of giving me vectors to fly. It just looked like all the rest of the desert. No missile silos or strange antennas. I did note that on two occasions this trip my GPS would alert me with "POSITION LOST" out in the middle of nowhere except for MOA's. Michael's GPS lost its signal also. Makes one wonder what kind of waves could be passing through your body. I was seeing 166 kts finally. Filled with cheap fuel in Carson City I was back into the "VFR not recommended" weather at the Oregon border. The ceilings were down to 7500' with some mountain obscurement. So I flew up the valleys just like a normal day, Reno, Lakeview, Christmas Valley, Redmond, Hood River, Troutdale. I was home! Ten hours on the nose from Amarillo. Ten hours on the butt too!

I had logged 48 hours in two weeks. The Lycoming hadn't missed a beat. Seems like my engine just needed 500 hours to break in right. Man, I just changed the oil two weeks ago, time to do it again.

...Kevin



**TOP: Bryce Canyon. MIDDLE: Lake Powell.
BOTTOM: Ship Rock**



Flying Activities

By Flying Activities Coordinator: Randall Henderson
 503 297-5045
 randallh@home.com

I've made my decision. No more hiding behind tools and parts and closed garage doors. I don't care what anyone says, I'm proud to come out and announce, I'm an RV FLYER!

Now that I've "come out", I want to invite others to "come out" as well. FLY-out that is. With that in mind, I'm starting a new column, called Flying Activities. Basically I'm just going to volunteer to be the group's focal point for people who want to get together to go flying.

Anyone who has a fly-out idea or who might be looking for or have a seat to a fly-in, fly-out, or whatever, feel free to phone or email me, and I'll put a notice in this column.

Here's what I have for this month:

<i>date</i>	<i>destination</i>	<i>description</i>	<i>contact</i>
?	Silverwood, ID (S62)	Rob Hickman is interested in getting a group together for a day trip to Silverwood, ID (S62). This place was written up in a recent issue of the Flyer, and is billed as the "Northwest's largest theme park". But the important thing is that it has its own airstrip. Their web site is http://www.silverwood4fun.com/static .	Rob Hickman 503-524-3190 RobHickman@aol.com.
July 1st & 2nd	Jackpot Air Race	There has been some interest in getting a group together to go to the Jackpot, NV cross-country race July 1st and 2nd. Gary Hanson has volunteered to coordinate this one.	Gary Hansen 503-628-2405 slhanson@teleport.com.
Sept. 14-17	Reno Air Races	Bob Neuner and Kevin Lane are going, and they're hoping some others will come along, if only to help control Rion :-). Call Bob or Kevin if you'd like to hook up	Bob Neuner, 503-771-6361 bobn@ims.com Kevin Lane, 503-233-1818 N3773@mciworld.com.
November	Caribbean Tour	Mike McGee is interested in getting together an RV contingent for a 15-day Caribbean fly-out trip. This is an annual tour put on by an outfit in Florida called Panama Aviation, and is billed as their 23rd trip. Mike is looking for anyone who might want to go along and also information from anyone who might know more about the group that puts this together, how well organized it is, etc. Contact Mike if interested.	Mike McGee 503-534-1219 jmpcrftr@teleport.com.
?	Local camping	I would like to do a fly-out camping trip or two this summer, but so far no firm plans, so stay tuned.	Randall Henderson 503 297-5045 randallh@home.com

Aviation 101

Takeoff's are optional. Landings are mandatory.

If God meant man to fly, He'd have given him more money.

If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller. (Unless you keep pulling the stick back—then they get bigger again)

Flying is not dangerous; crashing is dangerous.

It's better to be down here wishing you were up there, than up there wishing you were down here.

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.

Speed is life, altitude is life insurance. No one has ever collided with the sky.

The only time you have too much fuel is when you're on fire.

Flying is the second greatest thrill known to man.... Landing is the first!

Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing.' It's one after which you can use the airplane another time.

Always remember you fly an airplane with your head, not your hands.

Never let an airplane take you somewhere your brain didn't get to five minutes earlier.

Young man, was that a landing or were we shot down?

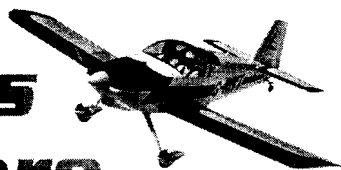
Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Good judgment comes from experience and experience comes from bad judgment.

1/1/2001

Builder's Bookstore

for the builder, technician, & pilot



[HTTP://WWW.BUILDERSBOOKS.COM](http://www.buildersbooks.com)

Van's RV Specific

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Complete sections for:

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- Sheet Metal
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- Engine Selection
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See our secure web site for a complete listing with detailed descriptions. Always in stock. Same day shipping. Never a packing or handling fee. Prices current as of 3/10/00.

Builder's Bookstore

<http://www.buildersbooks.com> for book and video info call 970 887-2207 PO Box 270 Tabernash, CO 80478

CLASSIFIEDS...

Classifieds are free to Home Wing members. Ads will run for three months. Send to editor by e-mail or mail. Renewals ok, just let editor know. Date at end of the ad is last month ad scheduled to run.

FOR SALE

RV-4 Empennage kit - 1980 vintage, stored indoors, \$800 obo, RV-4 spinner \$40. Contact Mary Waymire 503-646-3490, 6/00

Horizontal stabilizer for RV-6. Completely assembled, structurally sound with a few slight dents and scratches. The parts to build a new one will cost you \$494.20 and that doesn't include the labor. Buy this one for only \$200.00 complete. Contact Dean at 503.681.0183 or email deanpsir@ftconnect.com, 8/00

Jump Start Your Project—RV6 empennage complete, wings 80% done. Top quality, built in A&P/A&I's shop. Switching to 8QB due to time constraints. \$7.5K. Contact Jon F. 503-262-2640 or Dave 503-640-7728, 8/00

RV-6 Empennage & Wing kits — Empennage partially completed, wing kit is Steve Barnard's fastbuild. Contact Rod Kimmel, 503-985-0606, 8/00

Oil Cooler — Posi-Tech model 4222, still new, wouldn't fit my application. New \$167 from Van's, sell \$125. Randy Lervold, 360-817-9091, randy@rv-8.com

Skyranch Oil Filter Cutter—Unused, \$69.99 new, sell \$49.99. Randy Lervold, 360-817-9091, randy@rv-8.com

1988 RV-4 Cowling

- New, unused, Van's Finish Kit Issue Small Intake
- Long-style, Requires Prop Extension Polyester/fiberglass, Gelcoated
- Includes misc. fiberglass pieces, but not hinges, etc. O320 Only?
- \$250 + Shipping + Crating
- See at <http://www.matronics.com/MattsRV4/MiscPictures/88Cow11.jpg>

1993 RV-4 Cowling

- New, unused, large Intake
- Long-style, Requires Prop Extension
- Polyester/fiberglass, Gellcoated
- Includes misc. fiberglass pieces, but not hinges, etc. O320 or O360
- \$300 + Shipping + Crating
- See at <http://www.matronics.com/MattsRV4/MiscPictures/93Cow11.jpg>
- Contact Matt Dralle, dralle@matronics.com, 925-447-9886, 8/00

Duckworks Landing Lights - Retro-fittable, light, easy installation. Kits start at \$69, discount for Home Wing-ers. Don Wentz, 503-696-7185

BuildersBookstore - Books and videos specifically for the RV builder and pilot. Call or write for a FREE catalog; (970) 887-2207, PO Box 270, Tabernash, CO 80478. Or see our web page at www.buildersbooks.com Featured item: 18 YEARS OF THE RV-ATOR is now available. New additions all the time!

BACK ISSUES are available at \$2.00 each including postage for hardcopy. Limited availability, contact newsletter editor. Adobe Acrobat versions free to members.

WANTED

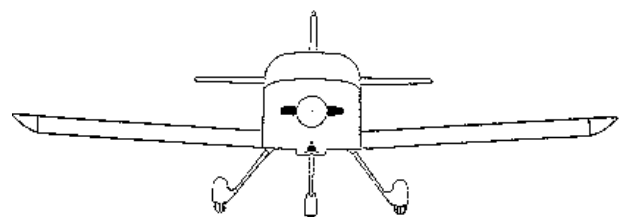
RV-4 Fuselage Jig—Contact Mike Adams at 360-892-1299 or seak71302@juno.com

Subscriptions Due

Mail subscribers: Your renewal date is in the upper right corner of your mailing label. Use the form at the back of this newsletter if there are any changes, otherwise just mail a check to the editor, or pay at a meeting.

E-mail subscribers: Look for your name and renewal date in the e-mail that the newsletter is attached to.

All subscription data is tracked in an Access database. Data entry errors can happen - if you find an error in your renewal date please contact the editor.



The Tool Exchange

The Home Wing owns a selection of tools for use by its members. The Toolmeister is **Brent Ohlgren, 503-288-8197**. Call either Brent to arrange use.

Remember:

- All use must go through Brent.
- You are personally (financially) responsible for any damage.

Home Wing Tools
HVLP paint sprayer
Hole template for instrument panel
Wire crimping tool & die
Brake lining rivet set
Tune-up & annual kit (compression checker, mag timing light, timing dial, mag adjustment tool, plug gapper, high voltage cable tester, and plug vibrator cleaner.
Aircraft scales — allows you to accurately weigh your beast and also determine CG.
Oil filter cutter—custom make by Stan V.

Other benevolent members also have tools they may be willing to loan. Let the editor know if you have jigs, tools, shop space, etc. to loan, exchange, or otherwise provide — at no cost — or if you are looking for something specific to borrow. And whether your item is listed here or not, go ahead and bring it to the meeting.

Item	Owner/lender	Phone / e-mail
Custom cutting wheel man-	Stan VanGruns-	
Prop tach (calibrate your	Butch Walters	360-636-2483
Engine stand	Don Wentz	503-696-7185
Engine hoist	Norm Rainey	360-256-6192
Surveyor's transit level	Bill Kenny	503-590-8011
Back riveting contraption (large, counterweighted bucking bar and suspen-	Bob Neuner	503-771-6361
Lead crucible (for melting	Doug Stenger	503-324-6993
Table saw taper jig (for ta-	Carl Weston	503-649-8830
48" pan break located at hanger PLS D-10 at Trout-	Kevin Lane	503-233-1818 h3773@mciworl
Lasar T-300 magneto tim-	Randy Lervold	360-817-9091,

Home Wing Newsletter Subscription/Renewal

To join or renew, fill out this form and mail to **Randy Lervold, 5228 NW 14th Circle, Camas, WA 98607**, along with \$10 for renewals or new subscriptions. ***Please make checks payable to either Randy Lervold or Home Wing.*** If you are renewing you only need to give your name, payment method, and any other information that has changed. Please don't forget your e-mail address and newsletter distribution method. ***Use this form for address changes too!***

Name: _____	Spouse: _____
Address: _____	Home phone: _____
City, State, Zip: _____	Work phone: _____
	E-Mail: _____
Project:	Status:
RV-3 <input type="checkbox"/>	Empennage <input type="checkbox"/>
RV-4 <input type="checkbox"/>	Wings <input type="checkbox"/>
RV-6 <input type="checkbox"/>	Fuselage <input type="checkbox"/>
RV-6A <input type="checkbox"/>	Finish kit <input type="checkbox"/>
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