

HOMEWING



www.vanshomewing.org

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



*Charlie Kaluza's RV-6A with brand new Aero Sport Power engine and his prop installed.
Something just doesn't look right about that prop though...*



Events Calendar

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

MONTHLY MEETING:

(2nd Thursday every month, various locations, 7:00 pm)
The **December** meeting will be at Bob Clark's house. Bob and his partner Don Cresap are building an RV-9A, and are mostly done with the wings.

Project: Bob Clark's RV-9A
Address: 8425 SE 57th Ave., Portland, OR
Date: Thursday, December 12, 2002
Time: 7:00 pm
Phone: 503-775-5347

Driving directions:

From I-205

Take exit 16 (Johnson Creek Bv.), go 2 miles west to 58th dr (next to Wichita H/W), left (north) on 58th to where it Ts at Harney Drive, go left 1 block to 57th, Bob's is the only house on the corner of 57th & Harney.

From US 26 (Powell Bv.)

Go out to SE 52nd, take 52nd south to where it Ts at Harney Drive, left 5 blocks, house is on the corner of 57th and Harney.

Future meeting schedule:

Jan: Len Kaufman, RV-8, Tualitin
Feb: Van's Aircraft, Aurora
Mar: t.b.d.

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

Subscription Due Dates

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.

EAA CHAPTER 105 Pancake Breakfast:
First Saturday of every month at Twin Oaks Airpark, 8:00 am, \$5.00 (usually lot's of RVs to look at too!)
This month: 12/7/2002

EAA CHAPTER 105 Monthly Meeting:
Third Thursday of every month at the EAA 105 hangar/clubhouse, Twin Oaks Airpark, 7:00 pm.
www.eaa105.org for details
This month: 12/19/2002

EAA CHAPTER 902 Monthly Meeting:
Second Wednesday of every month, Mulino Airport in the OPA building. Info: Bob Boring at 503-661-7627
This month: 12/11/2002

Editor's Hangar

As most of you are aware this will be my last issue as your newsletter editor. I'm pleased to report that our own Kevin Lane has stepped up and volunteered for editor duty. I will continue to be around and very involved in the Home Wing: I'm retaining responsibility for the membership database, publishing the e-newsletter monthly, and handling our money (treasurer of sorts).

To catch up those who may not have seen my e-mail announcement last month here's what was broadcast to all members with e-mail...

"My how time flies — come this spring it will be five years that I've been the Home Wing newsletter editor. The time has come however to pass the baton. Plain and simple, I'm ready for a break. I've spent nearly four years building my plane and the last year and a half flying it (and continuing to tweak it), most of that time also contributing to the group by doing the newsletter. At this point I'm afraid I'm just a bit out of gas and ready to relax a bit and spend some time, among other things, soaring.

I got my glider rating back in 1991 and never was able to get into it much after that with several job-related moves. Then we settled here in the Vancouver/Portland area and I discovered Van's Aircraft. You know the rest of that story. Recently however the siren song of thermals, ridge lift, and the elusive high-altitude wave have been calling me. I'll be spending a few days in Minden, Nevada in November getting current again and flying a few of their high-performance ships. Who knows, maybe I'll even end up with a sailplane in my garage.

(Continued on page 3)

I'm not abandoning RVs. Quite the contrary, my RV-8 will appear at all the usual fly-in events, and as an EAA Technical Counselor I will stay involved in the Home Wing and the RV community.

The Home Wing has remained an informal group almost by design. We don't have formal officers, rather those who do the work of managing the group get to steer things. Of course this is done with the interest of the membership in mind, but we have just avoided the trappings, and attendant hassle, of a more organized club. Heck, most of us work for a living and have to tolerate organizational politics at least five days a week, the last thing I want to do is put up with more during my weekend activities. How about you?

Bottom line is the formula seems to work -- the Home Wing is alive and well and thriving. It is essentially managed by Randall Henderson, myself, and Don Wentz. We jokingly call ourselves the "management committee" because we're the ones who do the meetings, the newsletter, and the fly-in respectively. Having discussed it, we're seeking another Home Winger to join this management group by taking on newsletter editor duties. I have actually been managing the membership database and group finances as well as the newsletter. I have automated much of it in an effort to streamline the time requirement. Because of this I've been asked to keep the membership database and financial duties. Therefore the new editor will only need to do the newsletter.

The proper person should have ready access to e-mail, preferably a high-speed Internet connection (cable modem or DSL), and some exposure to basic desktop publishing. I create the newsletter in Microsoft Publisher, but you could use any such software you prefer. Don't worry if you're missing the software, we can take care of that. You don't need to be a great writer, just have good basic text editing skills, and a crude sense of how to fill space in a quasi-attractive manner. Hey, if you can build an airplane you can edit a newsletter! Besides, then you'd get to put pic-



***TOP: A fabulous picture of Kevn's RV-6A, N3773, in the Alvord Desert.
BOTTOM: Your new editor enjoying the natural hotsprings after the above picture was taken.***

tures of your project or plane in there whenever you want like I do ;-)

The November issue has just been posted and I'll also do the December issue. But then my stint will be over. So please, if you meet the above requirements

(Continued on page 4)

please consider getting involved and making a contribution to the group. It has been a very satisfying experience for me, I'm sure it would be for you as well. If you have an interest please feel free to give any one of us a call to discuss it, our numbers are listed below.

Thanks for being a great group of folks!!

Since this was sent out Kevin has stepped forward to take editor duties and join our management team. Kevin should be a familiar name and face to you, he's been a Home Wing member longer than I have. He's flown his RV-6A over 900 hours now having criss-crossed the country numerous times. Not only that but he's written about most of these trips for the rest of us to enjoy here in the newsletter. He seems to have a knack for taking great pictures too — remember the cover shot of his plane parked next to the F18?

Lest you be concerned that the group is being taken over by flyers who are not interested in building, be advised that Kevin is also once again a builder — he's presently building an RV-8 with some interesting modifications, most notably a 3-rotor Mazda rotary engine. I'm sure you'll see a few articles on his project as he begins the engine install. If that isn't enough to keep Kevin busy, last I heard he was still planning his non-stop Astoria-to-Kittyhawk flight. Wow, we *really* need to hear about that!

In all, I think we are all quite fortunate to have a group available to us as active and vigorous as the Home Wing. Not only do we have a great set of those seldom-used tools available to us, but with so many members around there is always support and assistance available. I don't think there's any question that having an organization such as this enhances the building/flying experience greatly. I've enjoyed my tenure as your editor and look forward to continuing my contribution to the group's activities. Heck, now I'll even have time to contribute a few articles!

...Randy



Wish They All Could Be California

by Kevin Lane

Time to bore, I mean motivate, you all to get that kit flying at least, and quit daydreaming about a Blue Mountain panel, just get it airborne first.

Friday the weather was moving into Oregon. By the afternoon it was going to be heavy rain coming from the northwest. I had installed my baggage ferry tank, 18.4 gallons, and got out of Troutdale by 9am to go fuel up at Salem, the new cheap gas place at \$1.95 a gallon. Fifty six point 4 gallons, now I was ready. I climbed to 13,500', turned on the oxygen and entered Camarillo, CMA, into the gps. Five hours later I was there.

What an airport. I was one of the few inexpensive planes on the field. Even the Cessnas were few in number being favored for the Mooneys and Bonanzas. Some warbird bombers were being restored and a Long-Ez was doing touch and goes. Way different. As I ate lunch at an outside café a corporate turbo-prop pulled up beside my plane. I don't know the brand, but they must seat 20 people and look like a small commercial airliner. I had left the canopy cracked open and was afraid it was going to blow it open.

My youngest brother, Dennis, picked me up and took me to his new house in Thousand Oaks. His first house is different than my first house, a 12 room Victorian I paid \$12K for, a price closer to his monthly mortgage payment. Dennis is the product director for Giant Bicycle Company. We went mountain biking, of course, through the Santa Monica mountains behind his house. It was fun to stop at work and get me a bike to ride. I hate to admit that a \$3,500 bike actually rides really nice, even if it was Dennis's old race bike.

Saturday night we were checking out Ventura and stopped at a brew pub. This guy at the bar hears me talking about how this place reminded me of a brew pub in Rapid City. He tells me that he drives through there every year en route to Sturgis. He has a booth and sells a pin stripper tool his grandfather invented. He also does Lakeland and Oshkosh. I realize that I had seen him in Lakeland, laughing at the time at how terrible a pin stripper I would be with my shaky hands, (well, uh, I couldn't decide between stripes and flames, so.) This guy, Tom, has over a million frequent flyer miles. Now a million is a word that comes up a lot, but think about it. Say 4,000 miles average per trip, that's 250 trips. Tom said he does 40 trips a year, although he drives to the closer ones. That's a bunch of bad airline food, no

matter how it works out! I'll be looking for him at Lakeland next year.

Sunday was the best day however. We drove into LAX and rented Harley Classic Soft tails for the day. You know when you rent a car and they walk around to check for damage? This guy was making notes of scratches you could only see if the light and reflections were just right. The bike looked perfect to my untrained eye. I was scared to death I was going to damage this thing. A \$3,000 deposit said differently. Eight hundred plus pounds, what a pig. We had to ride the freeway back towards Santa Monica, which would have been trying enough in the car much less a new motorcycle. People kept pulling in between us if I left but a car length of separation. Finally we got to Mulholland Rd, a famous biker road that winds through the mountains. What a kick. These bikes were such pigs though, oh to be on something more sporting. Dennis rides a Ducati 748 and I recently crashed my Yamaha FJ1100, so those were our comparisons.

We stopped for lunch at the Rock Store, a famous motorcycle hangout, where there must have been 300 bikes parked out front. Finally saw a Harley V-rod, actually two of them, along with perhaps every other bike model ever made. Our ride back took us through Palisades and Malibu, where I was impressed to see a Lamborghini Diablo, so California, no?

The marine layer burned off early on Monday and I left CMA by 10am. I had a little less than half tanks and decided not to buy any of their expensive fuel. I climbed to 16,500' and was seeing 150 kts, 2300 rpm, on a fuel burn of 4.65 gals per hour, 140 kts at 2200 rpm could drop it to 3.8 gph. I flew direct to Salem but bailed out at Cottage Grove when the tanks looked pretty low. My fuel flow meter seems to be a bit opti-



TOP: Kevin pilot's a Harley.
BOTTOM: Kevin's younger (better looking?) brother Dennis.

mistic, which is scary. The Hughes racer there is doing high speed taxi testing now. It was a fun weekend, no snow, no IFR conditions.

The RV made it happen, keep building!

...Kevin

Tech Tips

In Praise of the Auxiliary Bus

By Bob Neuner

Last week I made a quick trip to Seaside, OR to pick up a couple of orders of the "Bowpicker's" fish 'n chips (see Randall's article in Pilot Getaways). Hey...my wife said to pick up dinner on the way home. She said I could get anything I wanted!

I didn't get off of the ground until 5:00p, and knew that I would be returning in the dark. A short walk from the airport and back, and the cabin was thick with the smell of the best albacore tuna fish and chips in the state. I started the engine then turned on the all of the lights and radios and started taxiing. After the run up I called my departure. When I keyed the mic., the electrical system shut down and the cabin went dark. Yikes!

The breaker for the master switch had tripped, but the button never popped out. The contacts had fused and burned themselves out. There was no resetting this breaker.

When I was close to final assembly of my RV6, I was concerned that an electrical short while flying could ruin an otherwise enjoyable flight. It would be particularly embarrassing in class "C" or "B" airspace. I ran across an article by Bob Nuckolls discussing the benefits of installing an auxiliary bus to keep you going, should you have a problem like mine. I installed one per Bob's instruction.

I flicked a safety switch in the middle of the panel and my radio, transponder, one landing light, and panel instruments and lights all came to life. The flight back was normal, and dinner was still hot when I got home.

An auxiliary electrical bus with an emergency switch is inexpensive insurance. It's easy to install during the initial wiring, but could be retrofitted to the existing wiring harness. I never expected to use it, just like any insurance policy, but it felt good to have the lights come on when the switch was thrown.

When designing your electrical system, I suggest you consider planning a redundant electrical system. You can find more information on Bob Nuckolls' website, <http://www.aeroelectric.com/>.

...Bob Neuner

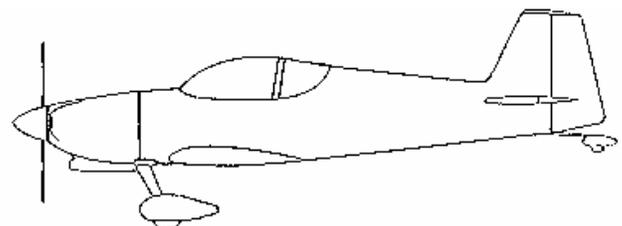


Charlie Kaluza's electric flap conversion.

RV-6 Flap Conversion

Here's an alternative method for converting a manual flap RV-6 to electric flaps. Charlie Kaluza started with the manual flaps but decided later to go with the electric. Rather than get a new weldment he adapted the manual version. An advantage is that it removes much of the middle console where the motor usually goes on the -6. The bracket is a neat bit of "recycling" — an aileron mount was mis-drilled but he was able to make good use of the otherwise scrap part here.

...Randall H.



Tech Tips



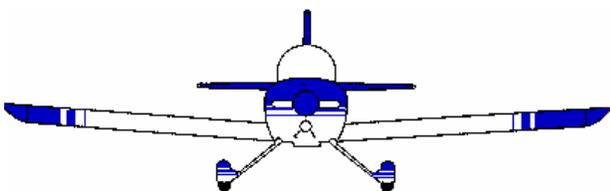
Intake mod

By Jon Ross

I had to do a bit of work on my lower cowl. The air inlet was not straight from the factory, it had a slight tilt to it. Also, it also was too low, and I did not want a sloped internal air inlet. I elected to make a new inlet, in perfect alignment with the airbox attached to my Airflow Injector unit, sculpting it to the lower cowl.

The square inch area of the stock inlet was computed. From this I determined that I would need a round inlet of approximately 2.8 inches. This happens to be the size of a propane bottle. I waxed a propane bottle and laid up fiberglass around it. After cure, I removed the fiberglass cylinder. Having cut the front part of the scoop off the lower cowl, I used clay to mold a new inlet, leading up to the fiberglass cylinder I fabricated, which was centered in the clay. When happy with the shape, I glassed over the clay mold on the outside with two layers of glass. After cure, the clay was dug out, the inside cleaned up and more glass was applied from the inside. This allowed sanding to a nice contour on the outside.

I ended up with a rather nice round air inlet, aligned perfectly with the airbox. Lots of work, but clearly a nice, custom look.



CLASSIFIEDS...

FOR SALE

1991 RV-4 - 372 TT, 763 TTE, 160 hp Lycoming, dual NavComm's w/GPS, EI engine monitor, elect. flaps, g-meter, strobes, landing & taxi lights, day/night VFR, extended gear, Wernke prop., canopy cover. \$51,500. Contact Brad @503-981-0161 or Brad@mendenhallinsurance.com for pictures. 3/03

RV-6A QB Kit - Purchased new in 1999, never touched. Tip-up canopy, tricycle gear, no finish kit. Includes wing cradle. \$15K - contact Ron at 503-696-2093 or email: ronstory@xprrt.net 3/03

Hangar at HIO — RV construction tools possible also. Contact Dave Lewis Sr. 503-644-1389, 503-888-0989 cell, 12/02

Lowrance AirMap 300 — With all accessories, \$575 Greg Halvorson, 503-528-2841, 1/03

RV-6 Seats — Temperfoam, \$185 for both, Greg Halvorson, 503-528-2841, 1/03

Headsets—Flightcom Denali passive headset for \$100, Flightcom 4DX passive headset for \$50 Contact Brad @503-981-0161 or Brad@mendenhallinsurance.com 3/03

Duckworks Landing Lights - Retro-fittable, light, easy installation. Kits start at \$75, check 'em out at www.duckworksaviation.com

Property — Lot for sale on the LaCenter-View air strip \$234,000. Could also be available for rent or rent to own. Try living with your airplane with the possibility of buying. Details are in the GA News or contact Bob Borning at 503-661-7627 or carbobbor@aol.com 2/03

WANTED

WING PAINTING STAND — Would the current custodian of my wing painting stand (I can't remember who has it) please contact me. Thanks! Stan Van Grunsven 360-254-3492, stanvan@pacifier.com, 1/03

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.

THE TOOL CRIB

Being a current Home Wing entitles you to access the group's tools, a major benefit. The Home Wing owns a growing selection of those expensive and seldom-used tools that are very nice to have access to. This program is managed by The Toolmeister: **Brent Ohlgren, 503-288-8197, obrento@aracnet.com**. Please help protect the group's assets, observe our Tool Policy:

Home Wing Tool Policy:

- Everything goes through Brent — do not give the tool to another member.
- Brent will keep an accurate sign-out sheet for each item so he knows where it is at all times.
- Brent will inspect all tools upon their return. If there is any damage he will ask you to pay for the repair (with the threat of public humiliation if you fail to be a grown-up).

In addition to the Home Wing's tools, certain benevolent members have tools they may be willing to loan. These tools, in addition to a complete inventory of the Home Wing's tools, are on listed on our web site. Let the editor know if you have jigs, tools, or shop space to loan, exchange, or otherwise provide.

The Tool Crib can be found at the Home Wing website...

www.vanshomewing.org

EAA TECHNICAL COUNSELORS & FLIGHT ADVISORS

The following Home Wing members have volunteered as technical counselors under the **EAA Technical Counselor program**:

- **Dan Benua** 503-621-3323 danb@synopsys.com (EAA Ch. 105, RV-6A builder, Hillsboro-Scappoose-Portland area)
- **Jerry Darrah** 503-254-9992 (EAA Ch. 902, A&P, Glastar builder, Portland-Troutdale area)
- **Randall Henderson** 503-297-5045 randallh@attbi.com (EAA Ch. 105, RV-6 builder, Hillsboro-Portland area)
- **Randy Lervold** 360-817-9091, randy@rv-8.com (EAA Ch. 105, RV-8 builder, Vancouver/Portland area)
- **Dave Lewis, Sr.** 503-690-8237 (EA Ch. 105, multiple RV builder, Hillsboro-Portland area)
- **Brian Moentenich** 503-666-7518, Brian.L.Moentenich@usace.army.mil (EAA Ch. 902, RV-6A builder, Portland-TTD area)
- **Mike Robertson** 503-681-5537 mrobert569@hotmail.com (FAA A&P w/IA, RV-8A builder, Hillsboro-Portland)
- **Bill Truax** 360-582-0558 goonybrd@olypen.com (Sequim-Port Townsend WA area)
- **Don Wentz** 503-543-2298 jwentz@columbia-center.org (EAA Ch. 105, RV-6 builder, Scappoose-Portland area)



The following Home Wing members have volunteered as flight advisors under the **EAA Flight Advisor program**:

- **Dave Lewis, Sr.** 503-690-8237 (EA Ch. 105, multiple RV builder, Hillsboro-Portland area)



Home Wing info:

A non-profit volunteer organization dedicated to building and flying Van's RV Series Aircraft
Home Wing Management Team:

- Newsletter Editor Kevin Lane 503-233-1818, n3773@attbi.com
- Newsletter Print Publisher Randy Griffin 360-944-7400, skydog-8@attbi.com
- Membership (dues & database)..... Randy Lervold 360-817-9091, randy@rv-8.com
- Meeting Coordinator Randall Henderson 503-297-5045, randallh@attbi.com
- Flying Activities Coordinator Randall Henderson 503-297-5045, randallh@attbi.com
- Annual Fly-in Boss Don Wentz 503-543-2298
- Home Wing web site www.vanshomewing.org
- Webmaster Randall Henderson randallh@attbi.com

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Home Wing Membership Sign-up/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: _____	Home phone: _____
Address: _____	Work phone: _____
City, State, Zip: _____	E-Mail: _____

Project: RV-3 <input type="checkbox"/> RV-4 <input type="checkbox"/> RV-6 <input type="checkbox"/> RV-6A <input type="checkbox"/> RV-7 <input type="checkbox"/> RV-7A <input type="checkbox"/> RV-8 <input type="checkbox"/> RV-8A <input type="checkbox"/> RV-9 <input type="checkbox"/> RV-9A <input type="checkbox"/> RV-10A <input type="checkbox"/>	Status: Not started <input type="checkbox"/> Empennage <input type="checkbox"/> Wings <input type="checkbox"/> Fuselage <input type="checkbox"/> Finish kit <input type="checkbox"/> Flying <input type="checkbox"/>	Newsletter Distribution: E-mail (pdf) <input type="checkbox"/> Mail <input type="checkbox"/> PLEASE check the email box if you have an email address and can possibly accept the N.L. in electronic form. This will ease the burden on the editor and help save money that can be better spent on tools and such.	EAA Chapter: _____ Payment: Check <input type="checkbox"/> Cash <input type="checkbox"/> Info change only <input type="checkbox"/>
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