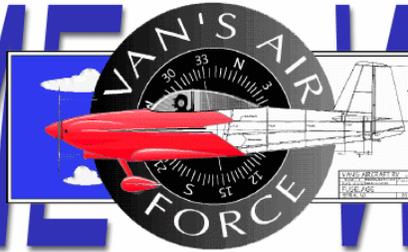


HOME WING



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

108 RVs Attend 11th Annual Fly-in!



It's official, the 11th Annual NW RV Fly-in attracted 108 RVs. Last year we smashed the record and surprised ourselves with an impressive 106 ships. In spite of some low ceilings RVs from all over persevered and found their way to Scappoose. Fly-in Leader Don Wentz reports that his year's method of using Team Leaders for each function worked very well. A huge THANK YOU to all the Team Leaders and volunteers who made it happen!!



Events Calendar

Meeting coordinator:

Randall Henderson
503-297-5045
randallh@attbi.com

MONTHLY MEETING:

(2nd Thursday every month, various locations, 7:00 pm)
The July meeting will be at Joe Blank's house, on Skydive Oregon Airport. Joe is building an RV-6QB, and is working on the finish kit.

Project: Joe Blank's RV-6
Address: 32250 S. Goodtime Rd, Molalla, OR
Date: Thursday July 11, 2002
Time: 7:00 pm
Phone: 503-829-6333

Driving directions:

From all points north/east (East Portland, Gresham, Vancouver): Take Interstate 205 to the Park Place-Molalla exit, which puts you on Highway 213. Continue south for approximately 18 miles to the intersection with Highway 211 near Molalla. Turn right (west) on Highway 211 and proceed for 1/2 mile to the intersection with S. Goodtime Rd. Turn left (south) onto S. Goodtime Rd., travel for 1/2 mile, passing through a cul-de-sac, past a brown house, and about 500 feet up a gravel drive. Bear left at the fork in the gravel drive and continue to a Yellow house/hanger. You made it! From there, you will be directed where to park.

From all points north/east/south (I-5 corridor, West Portland, Beaverton, etc.): Take I-5 to the Wooburn exit. Go east on Highway 211 for approximately 13 miles. Turn right on Goodtime Rd. (just past the airport). Travel for 1/2 mile, passing through a cul-de-sac, past a brown house, and about 500 feet up a gravel drive. Bear left at the fork in the gravel drive and continue to a Yellow house/hanger. From there, you will be directed where to park.

Flying in:

Skydive Oregon Airport is located approximately 5 miles due south of Portland-Mulino airport. This is an active drop zone which owns the airport, with jump operations occurring during daylight hours. Runway 18/36 is paved, approximately 3,200ft in length (including displaced thresholds), and slopes to the north. There is no fuel available on the field. Turbine jump aircraft are regularly used by the skydiving business, have a tremen-

dous descent rate, and can often land before the jumpers, so beware of aircraft on a 5,000' downwind leg! The drop zone also frowns upon general aviation aircraft holding up their expensive turbine aircraft. Skydivers generally open their parachutes over the airport proper above 2,000 ft. AGL, mainly land on the east side of the runway, but may also land on the west. They will also walk across the runway enroute to the loft.

With that said, here is what works the best: Please monitor the CTAF of 122.9 at least 5-10 minutes prior to arrival, listening for activity regarding jump operations. Left hand traffic patterns are in effect. Generally, fair weather landings are made to the north (rwy 36), but check the several windsocks/flags that are on the field. The north end of the runway has buried powerlines and a highway. The south end has slightly higher terrain with a 'cut' that the runway sits in. The best time to land is right after a jump aircraft departs. This should allow plenty of time for landing and to backtaxi to the south end of the runway. If jump aircraft are in the air and climbing, it is best to land and back taxi before they drop. If jump aircraft are in the pattern or maneuvering on the airport, stay in the pattern until they either shut-down or depart again. This keeps everyone happy...

Once on the ground, taxi directly off of the south end of the runway onto a grass taxiway. Turn left at the intersection of the paved shared roadway/ taxiway and proceed uphill. At the next corner, the roadway/taxiway splits again into a parallel grass taxiway/gravel roadway. Taxi on the grass unless you enjoy propeller maintenance. Continue straight on the grass taxiway to the yellow house/hanger, crossing a driveway, and avoiding landscaping to the right and boulders to the left. You will be directed to parking.

Airport Information: www.airnav.com/airport/OL05

Future meeting schedule:

Aug: Dean Psiropolous RV-6A, fly-in @ Sunset
Sept: Pat Casey / Glen Miller RV-9A, Orchards, WA
Oct: Charlie Kaluza RV-6 Oak Grove (tentative)

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

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: 7/1/2002

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: 7/18/2002

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: 7/10/2002

N244DW Makes**First Flight:**

By Dale Wotring

May was a big month for me. I started out by getting on Mike Seager's schedule May 8th, 10th, and 22nd to get transition training in 'Ole Blue'.

On May 2nd I made the call to schedule a DAR inspection. I had been putting it off! The 'to do' list on my 6A project was getting real short. At the same time I also noticed that I was beginning to add "re-do" items to the list that really didn't need to be re-done for airworthiness concerns. When I looked objectively at the 're-do' list I could see that I was just stressing about the DAR inspection and second-guessing everything.

I had already had several RV builders and owners inspect it for errors, omissions, problems, etc. as well as an EAA Technical Counselor final inspection by Randy Lervold. I made a few changes and adjustments to incorporate changes they suggested. The consensus was that I should schedule a DAR inspection and get the paperwork done. So I called Frank Sneed, DAR at HIO FSDO, and we scheduled for May 16.

I had already come to some conclusions about the first flight. While I had mixed feelings, the facts were clear. My 150 hours of Cessna 150 time in the pattern over 20 years didn't qualify me as a test pilot. I asked Mike Seager to do the initial test flight.

Transition training with Mike was money well spent. Even though I flew a few hours in a C-150 in the weeks before my training with Mike so I wouldn't embarrass myself too bad, I was not ready for the prop torque on take-off in 'Ole Blue'. I spent the first session with Mike chasing the plane back and forth across the

runway until we, mercifully, left the ground. I was behind the airplane and all my corrections were too much and too late. Mike gave me some demonstrations of good technique and some useful feedback on my attempts. Mostly though, he gave me the chance keep working with it until I was able to master it, which was what I really needed. I got the stuff cognitively right away but the motor skill part took longer. RV's are a lot more precise and sensitive than I was used to and my reactions were all Cessna experience based.

One of the things I really liked about training with Mike was that he had a good sense of how much information to give me at any given time. He seemed to know how and when to present feedback in a way that I could use. He doesn't micromanage either verbally or with the controls. Mike let me make some ugly take-off and landings, especially early on. He let me keep working on them until I got the hang of it. He did take the controls a few times but mostly encouraged me to stay with it and salvage my own mistakes.

Landings were easier than I had expected, not that I did good ones right off. The sensitivity of the controls took some getting used to. But in the end all that responsiveness is great to have on the flair and roll out. You just have to give up your Cessna habits and be ready to make quick fine adjustments. Before long, I was able to show consistent control on take-off and landings and stay pretty close to the runway centerline all the way.

We did have one morning of training with gusty winds and rainstorms blowing through that made me feel like I was back at square one. I felt a little better after Mike took it around the pattern and had his hands full on short final too. To be sure, there was a difference! He had his hands full but the outcome was not in question where I had my hands full and was glad I wasn't alone in the cockpit.

That afternoon the weather mellowed out and my skills and confidence returned. By the end of the day Mike said I was good to go. I felt good about my skills too, but the memory of the morning left me a bit more tentative than I otherwise might have been. A little realistic humility is good.

The other benefit of that windy morning was the opportunity to reassure myself that the 6A main gear is quite durable. I dropped it on the runway and I shamelessly crabbed it onto the runway. It took the insults in stride. By that time Mike had instilled in me the need to keep the nose wheel up so I, thankfully, did not subject it to the same tests.

Anyway, Mike endorsed my logbook for RV series aircraft and we arranged for him to come and inspect my plane on May 25th and do the first flight on the 26th.

(Continued on page 4)

After all my stressing, the DAR visit went very well. Frank Sneed arrived at 5 PM on the 16th and left a little after 8. He looked very carefully at the control linkages in the cockpit and followed them out to the control surfaces. He looked at the engine controls and how they were routed and secured, and he paid attention to how wires were routed and secured. He gave special attention to the fuel system, oil lines, etc. He inspected the riveting, of course, and checked the operation of the flight controls, fuel selector, and engine controls. He also had me operate the flight and engine controls so he could see them working and check for interferences and binding. As he inspected, Frank asked a few questions that seemed mainly directed toward assuring himself that I had built the plane myself.

A couple of things that I worried about were not a problem. First, I followed Bob Nuckolls' wiring philosophy and had a fuse block with 30 individual fused circuits not easily accessed in flight. The only exceptions were the alternator field and the Naviad autopilot which were on circuit breaker switches that were accessible. I explained the Essential buss and the reasoning behind it. Frank seemed to be familiar with it and had no concerns with how my plane was wired.

Second, I have a remote mounted electronic flux-gate compass (Rocky Mountain Instruments) which shows a digital compass readout on the RMI uEncoder display. Again, I explained how it worked and demonstrated it. No problem.

In the end, Frank said that it was obvious that I had taken the time to do things well on my 6A and he had nothing for me to change.

When we turned to the paperwork, Frank found that I hadn't included the arms for each item on my installed equipment list for weight and balance calculations. He agreed that I could send the updated equipment list to him over the weekend and didn't let that hold up issuing the airworthiness certificate. Whew!!

Frank gave me a 40-hour test period (Aero Sport Power experimental engine) and a 50 nautical mile test area. I had originally asked for 50 miles centered on Pearson Field, my home base, but Frank suggested I get a sectional out and consider if centering on McMinnville would work better. He was right. McMinnville gave me an area with a lot more flat land and airports under me than centering on Pearson would. More places to fly to and more options in an emergency. Thanks Frank! We made the changes on the paperwork and we were done. Frank was thorough but helpful and easy to work with. He gets my recommendation if you're in



need of a DAR's services.

On the 25th Mike met me at my hangar to look over my plane in preparation for his doing the first flight. At his request, I had all the access panels, fairings, cowling; etc. off just as I did for the DAR inspection. He did his own thorough inspection of the plane and all of its essential controls. He did find a couple of things that needed attention. First, I had a fiber lock nut on the bolt that attaches the throttle cable to the carburetor linkage. Mike wanted a drilled bolt with a castle nut and cotter key in that critical application. Made sense to me. I had the correct bolt on hand and installed it. Second, Mike did something no one else had done. He had me hold the stick and rudder pedals rigid while he tried to force the ailerons, rudder and elevators to move. Every thing went as expected until he gripped both elevators and attempted to force them in opposite directions. When he did that, he discovered that even though the elevators were bolted together where the elevator horns connect to the control tube, there was some movement possible between the elevator horns at that point. Not a lot, but some. The control tube heim joint fits between the horns there along with some washers to position each elevator for smooth bind free operation in their respective hinges. That space allows the two elevator horns some leverage to work against each other if everything isn't real tight. Even though that bolt had been torqued to specs, after Mike tried to force the elevators against each other, there was some play. We re-tightened the bolt and that solved the problem.

Mike said everything looked good once those two items were fixed and we were 'go' for the first flight the next morning. I spent the rest of the day, with help from Bill Fulgem, putting all the access covers, fairings, cowling, seat backs, seats, etc. back in the plane so it was fully assembled (except for the wheel pants and landing gear intersection fairings) and ready to fly. At the end of the day, I cleaned the windscreen and taxied to the fuel pumps for 10 gallons in each tank.

Saturday morning the skies were overcast at about 3500 ft. with widely scattered sprinkles. The air was

nice and smooth.

Al Paulsen and Bill Fulgem arrived about 8 am to help with ground/safety crew responsibilities. Mike arrived about the same time and things moved quickly. Mike did a normal preflight walk around, oriented himself to the way my instrument panel is laid out, and fired up the engine.

Mike taxied to the run-up area for 08 and completed his warm-up and engine run-up. Everything looked good so he took the runway and accelerated for a fast taxi test to satisfy himself that the plane was tracking straight and remained controllable on the ground. After that he returned for take-off and made his call to Portland tower.

On the way to Pearson, Mike had advised the Portland tower that he would be doing the first test flight of an experimental from Pearson and they agreed to give him some of their airspace and separation so he could circle at 1500 ft. just north of the field (PDX's ILS runway glideslope extends right over the top of Pearson and the heavies come over at anywhere from 1100 to 1500 ft). When he was ready for take-off, PDX gave him a transponder code and provided separation. They also allowed him to switch to 123.77 so he could communicate with us on the ground.

N244DW accelerated and lifted off just like it was born to fly. It was uneventful and, of course, spectacular at the same time! It was an emotional moment for me and I was glad to have Mike's experienced hands at the controls. Could I have done the first flight? Yeah. As long as nothing went wrong. Would it have been good judgment? No way!

Once Mike was out of the traffic pattern and circling we switched to 123.77 and Mike was able to give us a running report. The engine was running smooth and strong. The airplane flew straight (ball centered) without rudder input. The left wing is heavy (needs right aileron squeezed). Initial level flight speeds were 155 ktas at 2550 rpm and 25 inches and 165 ktas at 2710 rpm and 27 inches (O-360-A2A with Sensenich 72FM8S9-1-84 metal prop). Stall speeds are 46 kias clean, 43 kias flaps down.

Mike flew for 30-40 minutes providing a periodic readout of EGTs, CHTs, oil pressure, oil temp, fuel pressure, etc. to us on the ground and satisfying himself that the engine and essential controls were operating properly and with no unexpected readings or results. Then he returned to land. The plane handled predictably and the landing was smooth and controllable. Mike told me that N244DW was ready for my first flight.

By the time he had taxied back and we had refueled, Bill Fulgem's wife arrived with some sparkling cider



and we all enjoyed a celebratory toast of the successful first flight and the completion my six and a half year project.

It was great to taxi out for my first flight with the biggest concerns already resolved. I had no hesitation as I pushed the throttle smoothly forward. I was surprised to find that my plane with its O-360 and fixed pitch prop was easier to keep on the centerline than 'Ole Blue' with its O-320 and constant speed prop had been. Because my plane has a fixed pitch prop we had left 'Ole Blue's prop pretty much at one pitch during transition training to simulate a fixed pitch. Nevertheless, the constant speed prop still got a much better bite at the beginning of the take-off roll than my fixed pitch Sensenich does, even with 20 more horses. Anyway, the prop torque came in more slowly and predictably. I had no trouble keeping it on the centerline, lifted the nose wheel off just a little, and let her fly herself off as we accelerated past stall speed. Felt like an old friend already.

Mike stayed to watch me do a couple take-off and landings in case I had difficulty. It was nice to have that safety net. I felt comfortable with my RV flying skills in calm air, but hey, a safety net always makes it easier, right?

By the time I had done the two take-off and landings I could see that four-delta-whisky was as easy as, if not easier than, 'Ole Blue' to fly. I was having no difficulty making take-off and landings right on the centerline that were as good as any I'd done during transition training. I touched base with Mike and he agreed. No reason not to take her out for a couple hours and enjoy...er, I mean do some flight testing.

My RV grin just got bigger as I burned off another 15 gallons of fuel. What a great feeling!

...Dale Wotring

Fly-In Necessities

By Randall Henderson

Growing up backpacking with my dad I learned early on that weight is the enemy when you're lugging everything you need for two weeks in the wilderness on your back (he even cuts his TOOTHBRUSH in half). That mindset has served me well as I've transitioned into the relatively luxurious but still weight-critical world of airplane camping. Even so, I have to admit I've drifted over to some decadence, and one thing I really like to have with me when camping and at the fly-ins is a nice chair. And not the "folding milkstool" like you can get from Sporty's — I'm talking about a nice, real, comfortable chair.

I started with some steel frame folding chairs from GI Joes, which are comfy but I was always a little bugged by the weight. Not a big deal on its own, and I have a -6, so they fit okay. But I often load up with a bunch of other camping gear for overnight trips, and then it can become an issue. Also at 34", they take up nearly the full width of the RV-6's baggage compartment (and probably won't fit in a -4 or -8).

I recently noticed that Joe's has come out with aluminum versions of the same chair, including a shorter "Beach Chair" version. I did some comparisons (broke a fish scale out of its package to weigh them even!) Here are the numbers:

Joe's Outdoors Deluxe Armchair

Length (folded): 32"

Weight: 8.0 lbs

Price: currently \$9.99 @ GI Joes

Comments: Steel frame = heaviest.

Joe's Outdoors Deluxe Aluminum Armchair

Length (folded): 36"

Weight 6.0 lbs

Price: Currently \$14.97 @ GI Joes

Comments: AL frame makes it lighter, although it folds up 2" longer than the steel one.

Joe's Outdoors Deluxe Aluminum Beach Chair

Length (folded): 30"

Weight: 5.1 lbs

Price: currently \$14.97 @ GI Joes

Comments: AL frame AND folds up shorter than the others.



Randy and Randall assume fly-in position and field test the new chairs at Salmon Arm... they pass.

All of the above chairs have armrests, but the beach chair sits low (about 8" off the ground) compared to the others which have a more "normal" 16" seat height. None have a footrest (they are available but are even longer at 39"). Joes also sells similar chairs without armrests, which are no doubt lighter, but I really like having those so I didn't measure the ones without.

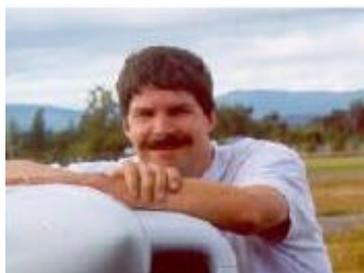
I settled on a couple of the Aluminum Beach Chairs so as to cut down on the weight and bulk. From now on you'll recognize me as the guy sitting comfortably (if low to the ground) next to my plane at the fly-ins!

...Randall

AOPA is coming to town!

We tried, but we just couldn't convince Phil Boyer to come to Joe Blank's garage and talk to us at this month's RV builder's meeting. But he compromised and said he'd come if we could meet him out at the Airport Holiday Inn. ;-) But seriously, there will be an AOPA Pilot Town Meeting in Portland this month, at the Airport Holiday Inn, 4839 NE Columbia Blvd, on Tuesday July 23, 7:30 PM. It's not specifically RV related, but we're fooling ourselves if we don't think the current and future state of general aviation in this country affects us as much as it does the production guys! So if you aren't already headed off to OSH, come on out and see what Phil has to say about that.

Flying Activities



Flying Activities Coordinator:

Randall Henderson, **N6R**
randallh@attbi.com, 503-297-5045

The summer flying season kicked into full swing in June! On the 7th, several of us flew up to **Langley BC** and had a great time at their first ever RV fly-in. About 30 RVs were there, almost half from the US. Border crossing was smooth, with the exception of Kevin Lane -- he had a near brush with a body cavity search at Boundary Bay, due to the fact that he evidently has the same name as some known felon. The weather on the way up was pretty poor but opened up beautifully once we arrived, and some of us even ended up with sunburns!

The **NW RV Fly-In** was of course another great success, pics from this year's event are on the cover.

A good group of 6 Home Wing RVs headed up to **Salmon Arm** after Scappoose, camped overnight and had a good time at their father's day fly-in.

The **Cactus Pete Air Race** at Jackpot, NV is **July 5, 6 and 7** this year. Note that the event schedule is shifted up a day from previous years -- that is, arrive/register on Friday, race on Saturday, awards Saturday evening, go home on Sunday. So far it looks like Kevin Lane, Bob Neuner, and Randall Henderson will all be going. Call Cactus Pete's at 800-821-1103 to make room reservations. Last word was that they're filling up or full. For alternatives, try

- Barton's Club 93 800-258-2937
- Four Jacks Hotel & Casino 800-251-6313

West Star Motel & Casino 800-665-0643

For more information on the race, contact Shirly and Dorothy Dickey, meracer@tabletoptelephone.com. And please let Randall know if you plan to go.

EAA Arlington is **July 10-14**, so put in for a couple of vacation days and plan to come up and join those of us (too many to list!) who like to arrive during the week and camp under our wings at that fun grass-roots event. www.nweaa.org.

Airventure Oshkosh is **July 25-29**, and this year is their 50th anniversary. Sounds like this is going to be a good year for "Home Wing" participation, with a number of members planning to go (and making the rest of us exceedingly jealous by making their plans on the oregon-rvlist). Sign up for the oregon-rvlist by sending email to oregon-rvlist-subscribe@yahoogroups.com. And be sure to get the NOTAM and other pertinent info at www.airventure.org. Randy Lervold, Bob Neuner, and Rob Hickman plan to leave on Sunday 7/21 for a two day flight there. Contact them for details if you can't get on the Oregon-rvlist.

And as always, the **RV Breakfast Club** meets on **122.75** at 7:30 a.m. Saturday mornings (weather permitting). Get up in the air and on frequency and we'll decide where to fly for breakfast!

...Randall



This year's Salmon Arm contingent, minus the photographer, Dan "flat tire" Benua.

Still building and tired of being left behind? You don't have to be! There are often empty seats, so don't be shy about asking. The **oregon-rvlist** email list is the perfect forum for still-building types to ask for empty seats (and for flyers to offer them). To subscribe, send email to oregon-rvlist-subscribe@yahoogroups.com, or visit groups.yahoo.com/group/oregon-rvlist. Or just speak up at the meeting.

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 area)
- **Bill Truax** 360-582-0558 goonybrd@olyphen.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)



From: William Kay <wkay@aero-classics.com>
Date: Wednesday, June 05, 2002 4:21 PM
Subject: Re: oil cooler

Randy,

The attached correspondence went back and forth a few months ago. I'm glad there are guy's like you out there who share test results with the rest of us and we fully understood your position. I wanted to update you on where we stand at present. The Stewart Warner unit is a very nice product and we finally got the chance to test one ...it beat us slightly on heat transfer. We did notice that the air static drop was a couple pounds higher for the SW than ours which explains the better performance...oil pressure drop was about the same for both units, ours was slightly less but nothing to even brag about. Armed with our test results we increased the fin density to get closer to the SW static drop and eureka, our heat transfer numbers actually beat SW while still maintaining marginally less oil and air static pressures. What this all means is we have decided to build a SW style oil cooler to accommodate the folks that are willing to pay for the hearty bar and plate style. In keeping with the tradition of light-weight high performance we beat the SW on weight as well. You have my permission to publish this in your newsletter if you think it's something of interest, we plan to have a unit completed and tested for the FAA process or PMA by the end of June.

Best Regards,
Bill



FLASH: The Duck Flies Again

After a long (3 year?) hiatus the Duck, aka Don Wentz, has been seen once again strafing the skies around the Portland area. Look for the story in an upcoming issue.

Duckworks Site Goes Live

Duckworks is pleased to announce that their new web site is now live. "Our parts list is now online. We plan to add additional information and features, including some new light options, as we develop the site" says Duckworks founder Don Wentz.

The new site can be found at...

www.duckworksaviation.com

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-7 Tail Kit — Includes electric trim and will throw in the Cleaveland alignment jigs. The kit has only been inventoried, nothing has been touched. Corby Somerville 360-683-6774, 9/02

RV-6A QB kit - Purchased new in 1999 from Van's. Never touched. Tip-up canopy, tricycle gear, needs finish kit. Also includes wing cradle. \$14.5K. Contact Ron at 503.696.2093 or email: ronstory@xprt.net, 8/02

RV-8A partially finished — 99% completed RV8A..0320, 160hp, osmoh, C/S prop, upholstery, painted, built from quick build. \$61,500. Located aurora, OR. Contact Jolly Dawson at 503-678-3343, 8/02

RV-9A Quick Build project - Tail finished, wings and fuselage and finish kit delivered Jan 2002, some work done in the cockpit area. Located Hillsboro (Olinger Airpark). Jerry VanGrunsven. 503 648-3464, 10/02

Whelen A490 ATS DF Strobe Power Supplies—I have two of them. They work on 14-28 volts. \$240 plus shipping from Eugene. Wally Anderson 541 683 2328, wallyander@earthlink.net, 5/02

Aviation Book Set — I have 20 new Time/Life books "EPIC IN FLIGHT" for sale at \$125 for the set. Call Judy VanGrunsven 503-648-3464, 9/02

Squirrel cage fans Two each 12.5" x 23.5" 110v, 1/3 hp. Great for clearing the paint fumes out of your garage/paint booth in a hurry. \$30 & \$45. Chris 503-233-5863, 7/02

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

EAA CHAPTER 902 is selling Air Force A-2 leather jackets to raise money for it's hanger & educational building fund. Sizes range from XS to 3XL in Dark Brown or Black. Only \$98 (tall sizes \$108) and you help your EAA chapter. Order now for the winter, Christmas, or for a friends gift. Contact Gary Dunfee 503-631-7262 garydunfee@earthlink.net or Jim Wasson 503-655-3301.



We'll also take donations for the hanger fund and give you a receipt for tax purposes.

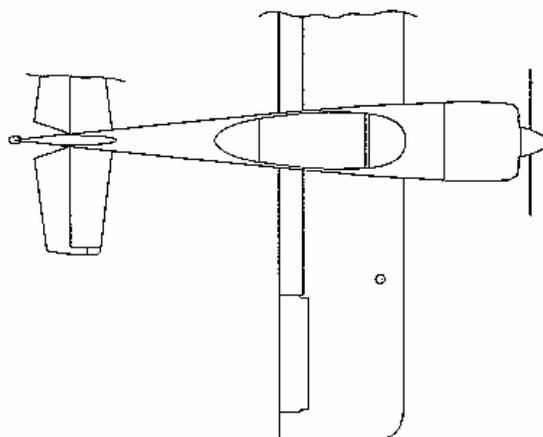
WANTED

Parts Wanted — I'm finishing up an abused RV-4, I need vfr flight instruments and engine instruments for an O-320. Also, engine baffles, exhaust, carb, prop and spacer. Mark, 719-276-3034, pawnee235@yahoo.com, 6/02

Partner For RV-4 — Seeking partner to purchase flying RV-4 with. I am a fairly low time pilot and have found an RV 4 locally that is not IFR equipped that is to be for sale for \$48K. I believe this to be a sound unit and am looking for a partner to buy it. Ed Barrow ebarrow@casgen.com, 6/02

WANTED: Women pilots, to give Young Eagle Rides to girls in the AWSEM Program. Please call: Marcy Lange @ 503-397-6916 or e-mail: marcy@langair.com, 6/02

RV-6A WANTED — We are seeking to buy a completed RV-6A that the builder is proud of. We are not particular, as long as it has a O320 or O360 engine. CS prop is not essential. The ones we have had "pre-buys" on, were not built well, or were modified by the builder and not in accordance with Van's specs. Interested parties can



THE TOOL EXCHANGE

The Home Wing owns a selection of tools for use by its members. The Toolmeister is: **Brent Ohlgren, 503-288-8197, obrento@aracnet.com**. Please 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).

The ability to have use of these expensive tools is a real membership benefit, let's respect the group's assets.

Home Wing Tools

| |
|---|
| HVLP paint sprayer, turbine type. Includes gun and air turbine. |
| Hole template for instrument panel. |
| Wire crimping tool & die large gauge wires (e.g. battery leads) |
| 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. |
| Wing Jacks—works for all models except RV-3 |

In addition to the Home Wing's tools, certain benevolent members have tools they may be willing to loan. Let the editor know if you have jigs, tools, or shop space to loan, exchange, or otherwise provide.

| Tools For Loan | | |
|---|------------------|-------------------------------------|
| Item | Owner/lender | Phone / e-mail |
| Custom cutting wheel mandrel (for cutting your canopy) | Stan VanGrunsven | |
| Prop tach (calibrate your tach) | Mike McGee | 503-534-1219, jmpcrftr@teleport.com |
| Engine stand | Don Wentz | 503-696-7185 |
| Surveyor's transit level (handy way to level wing and fuselage jigs) | Bill Kenny | 503-590-8011 |
| Back riveting contraption (large, counterweighted pucking bar and suspension system and offset back rivet sets) | Bob Neuner | 503-771-6361 |
| Lead crucible (for melting lead for elevator counterweights) | Doug Stenger | 503-324-6993 |
| Table saw taper jig (for tapering wing spar flange strips) | Carl Weston | 503-649-8830 |
| 48" pan brake located at hanger PLS D-10 at Troutdale if an RV builder needs some metal bent. | Kevin Lane | 503-233-1818, n3773@mciworld.com |
| Aircraft tire bead breaker, for tire removal | Kevin Lane | 503-233-1818, n3773@mciworld.com |
| Special letter drill used to ream rear spar bolts/straight reamer for rear spar/ | Kevin Lane | 503-233-1818, n3773@mciworld.com |
| Lasar T-300 magneto timing tool. | Randy Lervold | 360-817-9091, randy@rv-8.com |
| Precision Steel Fuselage Jig for RV-6/6A | Bill Drake | 360-687-1698, rv6134WD@uswest.net, |
| 1) Compound lever action lug crimper for battery wires, 2) engine hoist, 3) metal shrinker. | Gary Dunfee | 503-631-7262, gary.dunfee@gte.net |

Home Wing info:

**A non-profit volunteer organization dedicated to building and flying Van's RV Series Aircraft
Here's the people who do the work:**

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- Home Wing web site www.vanshomewing.org
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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: _____ |

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|---|---|--|--|
| 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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