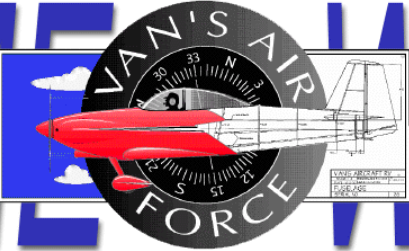


HOME WING



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

A Special Issue on the Proposed Merger of Home Wing with EAA Chapter 105

Ladies and Gentlemen your attention please. As many of you are aware, the Home Wing is in the midst of a transition. A transition that no one is quite certain what the end result will be. As with all things, time brings changes and with changes there are decisions that need to be made. With this issue of the Home Wing Newsletter we are putting the travel stories and builders tips on hold for a month in order to focus on the transition we have before us.

We are beginning with a changing of the guard. The existing Home Wing Management Group has some time ago given notice that they are moving on to other things.

Randy Lervold is focusing his energies at the local EAA Chapter 105. For those of you that are not familiar with Chapter 105, it predates the Home Wing by several decades. It is the group from which the Home Wing spun off over 12 years ago.

Randall Henderson is stepping down as the Meeting and Event Coordinator in order to devote more time to his new home in Seaside.

Don Wentz is stepping down as Fly In Coordinator. One of the original members of the Home Wing (which began as the Portland RVators), he has been in charge of the annual June Home Wing Fly In since its inception.

Finally, Kevin Lane, primary editor of the Home Wing Newsletter is passing the torch to the co-editor. (I promise not to use the torch on the newsletter itself).


All of this leaves a considerable vacuum in the Home Wing Management with little time to bring up new Persons-In-Charge. However, along with the upcoming changes a plan has been presented to merger the Home Wing with the local EAA Chapter 105 based at Twin Oaks Airpark (south of Hillsboro).

As with any proposal there are proponents and opponents. Both sides with good arguments that are presented in this issue. The final decision is to be made by a majority vote by the members of Home Wing. Please take the time to consider the points of view and vote on this important issue. Voting is by email or snail mail and votes must be received by December 19th. Your vote does count.

Mike

Events Calendar

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



July 2003 Meeting

Project: **Carl Battjes, Chard 6**
Address: **8318 SW 41st Ave.**
Date: **Thursday December 11, 2003**
Time: **7:00 pm**
Phone: **503-293-4353**

The December meeting place will be at Carl Battjes' place, where he's alleged to be working on restoring the 'Chard 6' to flying condition. The Chard 6 is the first two-place RV to fly, and according to Carl, "it should fly again." Carl's place is in southwest Portland, north of Carson street and south of Garden home road and west of Capitol Highway and east of 45th Ave.

From the North: get on I-5 headed to Salem, off at Multnomah Blvd exit headed west. At the third traffic light, turn left onto 40th Ave. Then a right and a left onto 41st.

From Beaverton: get on Allen headed east, stay with the road as it jogs over on 92nd to become Garden Home road. After the Garden Home traffic-light, there's a "Y", take the main road to the left (Multnomah blvd) to the next traffic light. Then right, then left, then a right onto 41st.

From the east and south: somehow get on Capital Highway if you can, headed to Multnomah Village and make a left at either Carson (easy to miss) or Garden Home road (by Handy Andy's gas station). Turn at 41st Ave.

The driveway is wide enough for two cars abreast. Park on the grass in front of the hedges at Carl's place. Watch for the garages right on the street and house to the north, with a cyclone fence gate on driveway.

If you have a choice, take your old car, there are some 'Abrams tank' potholes. DRIVE SLOWly.

EAA CHAPTER 105 Pancake Breakfast:

Learn to eat grits on the 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: 12/6/2003

EAA CHAPTER 105 Monthly Meeting:

NORMALLY it's the

Third Thursday of every month at the EAA 105 hangar/clubhouse, Twin Oaks Airpark, 7:00 pm. www.eaa105.org for details

This month: Saturday evening 12/13/2003 at The Hickman's for the Holiday Social

EAA CHAPTER 782 Monthly Meeting:

4th Tuesday of December at Pearson Air Museum, 7:00 pm.

This month: 12/23/2003

EAA CHAPTER 902 Monthly Meeting:

The day before the Home Wing meeting—

Second Wednesday of every month at Mulino Airpark 7:00 pm

This month: 12/10/2003

Want to host a meeting? [Contact the Meeting Coordinator](#)

Future Meetings

[January -- TBD](#)
[February -- TBD](#)
[March -- TBD](#)

Presentation of the Merger of Home Wing with EAA Chapter 105

by The Home Wing Management Group

Dear Home Wing member,

This issue of the newsletter is dedicated to a fundamental change being proposed in the status of the Home Wing. It has been proposed that the Home Wing be merged into EAA Chapter 105. This proposal was initiated by Randy Lervold for reasons that will be explained in his "statement" contained herein. After much discussion, and a subsequent lack of consensus among the Home Wing management group, it was decided to simply put it to a vote of the membership, hence this special issue of the newsletter.

The proposal calls for the Home Wing to be merged into Chapter 105. Newer Home Wing members may not realize that this is where the Home Wing started and that many of its local members belong to Chapter 105 anyway. If merged, the Home Wing would continue to be the Home Wing in terms of being a special interest group focused on building and flying RV aircraft. Newsletters, websites, and meetings would be merged.

With this newsletter you will be asked to submit your YES or NO vote on this proposal. Voting YES means you support the merger into Chapter 105. If the merger happens you would automatically then be a member of Chapter 105. Voting NO means you prefer the HW remain a standalone entity.

Be advised that a significant management change will be required immediately if the merger is not approved. Randy Lervold has resigned all HW duties effective 12/31/04. Randall Henderson and Don Wentz have expressed their intent to reduce their responsibilities: Don will no longer put on the annual fly-in, and Randall will be transitioning out of coordinating the meetings over the next six months. Additionally, Kevin Lane has resigned his newsletter editor duties. Therefore in the event the NO vote prevails it will be up to the membership to step up and put management in place by the end of the year.

Within the management group there are opinions supporting each point of view. Each member has been offered the opportunity to present their views herein for your consideration. As with any election we urge you to VOTE so that the election represents a true reflection of the preference of the membership. So please, as indicated on the ballot page, either e-mail off your vote, or mark your ballot and invest in the cost of a stamp to mail it in!

The Home Wing Management Group

The Home Wing Management Group

Positions on the Proposed Merger

The following pages contain the personal opinions of the members of the Home Wing Management Group. They are presented here to help Home Wing members with their voting decision on the merger. Please take the time to read the various positions as they do help shed some light on the issues at hand.



Randy Lervold, Treasurer, Membership Chairman, Newsletter Publisher

The Home Wing represents, and is a great example of, the true spiritual core of experimental aviation: builders and flyers banding together to share information and enhance the experience of their common interest. Still, to me there has always been a problem with the Home Wing's structure, at least in principle — it operates without any affiliation with the EAA. Whatever your thoughts are on the EAA, whether you agree with all of their policies and procedures or not, the EAA *is* the collective advocate, champion, and voice of experimental aviation. Frankly, we enjoy our sport in what is essentially a loophole in the FAA's policies, and the EAA is dedicated solely to protecting and managing the privileges we enjoy. Thus in my view, it is essential, both on principal and in practice, to support the EAA in every way possible.

A prevailing mentality among local Home Wing members is to belong to EAA national but not belong to a chapter because they are only interested in RVs and get everything they need (builder's support, camaraderie, etc.) from our group. Essentially the Home Wing is their chapter, yet of course it isn't a chapter at all. Frankly this status was forced on us originally because the thinking in Chapter 105 way back when was "we don't want to be known as an RV chapter", therefore the "RV builders group", which became the Home Wing was formed.

I can tell you this mentality no longer exists — the present 105 officers and board realize that what the Home Wing does is the core of what a Chapter is all

about. I think Chapter 105 President (and RV-4 builder) Rion Bourgeois summed it up perfectly when he recently wrote... ***"Chapter 105 has lost a great deal of its opportunity to serve as a facility for the exchange of hands-on-knowledge about building aircraft projects because that traditional EAA chapter role (and the most fun) has been pre-empted by RV builders groups like the Home Wing"***.

This is the point: I believe it's time to bring the builder's group function back into the chapter for the benefit of us all. That's why I've decided to dedicate my own time and effort to Chapter 105 exclusively, suggested the merger, and why I urge you to support it. Effective the end of December I will relinquish all my management duties for the Home Wing including managing the treasury, managing the membership database, contributing to the newsletter, and doing the electronic newsletter distribution. To be clear, I'm doing this for two reasons: one, to bring our activities into the EAA fold, and two, to eliminate the redundancy we have in required resources and overhead. There is no question in my mind that by combining resources we can have a better organization for all.

Regarding the merger, let me say simply that I believe I understand what members like about the Home Wing. As the newly elected Vice President of Chapter 105 I am committed to seeing that all the best qualities are retained. In essence, most Home Members won't notice much different. Still, this represents a big change and you undoubtedly have questions. While all the details have not been worked out pending the merger approval, we have some preliminary direction on several issues as follows.

Identity – The Home Wing would continue to exist as a Wing of Van’s Air Force, but technically would be a sub-organization operating within Chapter 105. We’ll have a zippy new logo created that includes the traditional VAF art, but then includes “Home Wing” and “Chapter 105”. It ought to make for some great t-shirts and hats!

Meetings – Monthly meetings would be merged, but effective immediately the majority of meetings would be at RV project sites just as they are now. Randall will continue to be Meeting Coordinator. During the course of a year we would have approximately 8 meetings at RV projects, our traditional spring meeting at Van’s Aircraft, then the remainder at other aviation related venues including other type aircraft projects.

Newsletters – Newsletters would be merged with Benton Holzwarth continuing as overall editor and Mike McGee stepping up as Home Wing editor responsible for RV-related Home Wing section content. Distribution will continue to be both by Acrobat file download or paper-based (of course with the Acrobat version preferred!).

Web sites – As part of my new duties with Chapter 105 I have volunteered to take over webmaster duties. I will be taking the present Home Wing site content and creating a new site with significant content and timely information at www.eaa105.org. I have lots of ideas, but let me save them for the rollout. Suffice to say I believe we can evolve our web site into some place you will want to visit frequently that is both attractive and rich with content.

Tools – The Home Wing’s tool crib would become the Chapter 105 tool crib, available only to Chapter members. With a hangar we could now accumulate some larger tools such as brakes and shears. Some day Chapter 105 will likely have its own hangar with the vision of having a workspace for member’s projects, both long term and for fly-in maintenance.

Activities – After a 12 year run of hosting the Home Wing fly-in Don and Janet Wentz are done. Chapter 105 is fully prepared to step in and host our traditional day-before-fathers-day RV fly-in at Scappoose, complete with event t-shirt. Chapter 105 also has the ever-fun Poker Run, the monthly breakfast, and who knows what other activities will be added.

Membership – All Home Wing members will automatically become members of 105 with their membership simply extended by the number of months left. Existing 105 members would have their Home Wing time added onto their 105 renewal date. At renewal date there will only be the \$20 Chapter 105 dues to pay.

Other Chapter members – Another issue is “what about members of the other local chapters such as 902 and 782?” The prevailing idea is to compute % membership in the Home Wing each chapter represents, then give them that % of the current Home Wing Treasury. Of course it’s perfectly normal to belong to two chapters which would happen automatically for the remainder of each member’s Home Wing membership term.

The merger represents an opportunity for both Chapter 105 and the Home Wing to become better than they each were individually. Those who are not 105 members may not know that after nearly a decade of chasing a vision of having its own hangar, Chapter 105 is nearing that goal. With a new “hands on” hangar, and with increased combined resources, I am quite confident the new merged entity would truly be the best of both worlds and ultimately an example for other Chapters. Our rich history, high density of active builders, and support by Van’s Aircraft (Van is on our board of directors and an active participant in the Chapter) we have everything we need to have one of the finest chapters around. Please be assured I am personally committed to that goal as my chosen way of making my contribution to the EAA and experimental aviation in general.

Sincerely yours,

Randy Lervold



Randall Henderson,
Meeting Coordinator,
Web Page Manager

I'm all for the merger. Initially I had quite a few reservations, and in fact my first reaction to the idea was one that I think many people might have: the Home Wing is a great group as it is, why change it? My feelings about it changed however when I realized that the group is on the verge of some fundamental changes, which are going to happen regardless of whether we merge with Chapter 105 or not. In fact, I'm more worried that those changes might NOT be for the better if the merge doesn't happen.

What changes are we talking about? Well for starters Randy Lervold, our current membership database manager, treasurer and newsletter publisher, is shifting his focus to 105 and has been nominated to be their new vice president. Don Wentz is transitioning out of HW leadership as well, and has said he won't be running the fly-in any more. Kevin Lane is resigning as co-editor of the newsletter. And I've been planning to ease out of my duties as meeting and activities coordinator and web site admin for some time now.

That's more than half the home wing Management "team" heading south, and I don't think I'm exaggerating by saying it's going to leave a BIG void in the Home Wing leadership. Can the group come up with the volunteer resources to make up for this? Possibly. But there's another key aspect, which is that 105 has made a commitment to reinvent itself as much more of an RV chapter, with or without Home Wing. Randy Lervold is taking the lead on this and I'm confident that he can make it happen.

So what we'd be left with is Home Wing struggling to come up with new people to do the various tasks and probably losing its yearly fly-in, and 105 becoming more like Home Wing. And both groups having RV meetings and newsletters, resulting in a lot more duplication of effort than was previously the case. Worst case there will be two groups doing the same thing and competing for the same membership pool -- a scenario I would hate to see.

The other scenario has the Home Wing much as it is now, with an existing board in place already that can handle the tasks of membership, treasury, roster, mailings, web site, and the Home Wing group having our fun meetings and other activities much the same thing we've always done, but with 105's management and other resources to draw on.

With these changes in the wind, and the 105 leadership ready to embrace their RV constituency, then it only makes sense for these two groups, which after all stared out as the same group to begin with, to join forces.

I sometimes like to imagine what it was like back when the Bernard's Airport sat out there where people now go shopping at Beaverton Mall. A bunch of guys were out there building and flying their homebuilt airplanes -- fantastic things made out of wood and fabric mostly, all questionably legal, giving rise to the name "Beaverton Outlaws." It was during that time that George Bogardus flew 3 times back to Washington DC in his Little Gee Bee, and convinced congress to let us do this cool homebuilt stuff we are now able to do. Those were the days!

We're at a crossroads, and I think this merge is a perfect opportunity to build on that legacy. We have the opportunity, being right here in the heart of RV country, to pool a lot of homebuilt excitement and enthusiasm, and be not only "THE" RV chapter, but also much more. Who knows, maybe some day people will sit in a tavern with "old" pictures of us and our planes on the walls and say "those were the days, when those guys in 105/Home Wing did all their cool stuff out at Twin Oaks and had a vibrant and active group with their hangar and fly-ins and breakfasts and all those fantastic planes that they built...."

Maybe I'm getting carried away here, but I really do see this as the start of a grander thing, and I want to see it happen.

Sincerely,

Randall Henderson



Don Wentz, Fly In Coordinator

To Merge or Not to Merge...

The year is 1990, I've decided it's time I start working on the RV-6 tail kit I bought in 1988. A few of us 'builders' at the Chapter 105 meetings decide we should meet at projects and share RV building information. Remember, this was back in the days when an RV was 'hard to build', and it was critical to pore over the plans with someone who had built one, and to get Art Chard's secrets on how to build fuel tanks that wouldn't leak, etc.

We met that first time at Bill Kinney's shop, and thus was born what has grown into the Home Wing of Van's Airforce, a very large and successful RV Builder's group. In the time that has passed since then, I have finished my RV (94), been VP and Prez in Chapter 105, done the newsletter and assisted in general 'management' of the builder's group, and hosted all 12 of our annual RV Flyins at Scappoose.

In the last few years my involvement in the RV and Aircraft scene in general has been less, due to many reasons - loss of friends, need for major engine repairs, desire to spend more time with my family and coaching soccer, etc. I have all but bailed on the Chapter, only attending breakfasts for the most part, and I can't even remember the last time I went to a meeting. Not because I don't like the Chapter, but I have limited time available and just don't get out there. I have been attempting to go to the RV meetings because I enjoy the folks and looking at the projects and catching up on all things RV.

For me the proposed merger of the Home Wing and the Chapter are good things. Over the years as an occasional principal in both groups, I've been in a position to have to try and drum up volunteers for activities. This can be very frustrating and interfere with the enjoyment of the activity in general. Bringing the two groups together should help consolidate some of the needs and persons available to volunteer (in fact, you see many of the same volunteers at both 105 and HW activities).

In addition, there has always been a reluctance to 'embrace' the level of RV involvement that exists within the Chapter membership. I now see the chapter ready to recognize that a significant portion of the membership AND many of the most active volunteers in the chapter are in fact RV builders and flyers.

I don't think that the merger will make things 'look' significantly different from what we have today. For those of you that are Chapter and builder's group members, the difference will be minimal. You won't have to pay dues to both groups, you will get one newsletter instead of 2, might have a few less meetings to attend. All positives in my mind.

Overall the pooling of resources will be a plus, and with Randy Lervold deeply involved, I am confident that the outcome will be good and successful. He has done a lot to make the Home Wing what it is today, along with Randall and myself who have been involved 'forever'.

Again, for most of our Home Wing membership I see very little change for you and hope that you will support the merger.

Don "The Duck" Wentz, an original 'founding' member of the Home Wing.



Mike McGee,
Newsletter Editor

This is a subject that has made the rounds more than once in the last ten years. A couple of years ago, again, there were discussions about a HW-105 merger, like a lone whistle in the distance it just seemed to die out. A couple of months ago a freight train came to town-- moving fast. This has been a whirlwind romance. At least I haven't seen any shotguns ... (how'm I doin' on the metaphors). I have been a member of both EAA Chapter 105 and Home Wing (formerly the Portland RVators) groups since 1994.

If there is anything I'm not opposed to it is evolution. To repeat what has been said, Don, Randall, and Randy have put a considerable amount of time into building a hell of a unit. I know what the workload has been because I've been there a few times. Passion and ambition are fuel that makes a lot of power and it has been demonstrated with the presence of Home Wing as it is today.

Home Wing is monthly meetings, a monthly newsletter with no advertising, an annual flyin (and no I don't give a rip about the liability), a membership, a treasury, a serious infrastructure in spite of its informal nature, a tool crib that other clubs would drool over, a social circle that isn't unusual, including all the camaraderie that goes with it (I was a Pontiac man, annoying as hell to the Ford and Chevy guys), a liaison with the factory that no other club has in the world, and a presence to be reckoned with. Anything less wouldn't be the Home Wing; at least not what we have become accustomed to/learned to love/etc. If the fuel that powers the engine goes away it needs to be replaced. If it isn't replaced in kind much of what has been listed here above will start to fade away or become frustrating and dysfunctional. Again I am relating to experience with various clubs and corporations from my past. I remember when I had the blind ambition to step up to the plate when an opportunity like this came up. Pain and frustration imprint keen memories (this is where I start to hate this getting old stuff). Now I know better. Amit my hat is off to you for stepping up and opposing this. We need three more of you.

EAA Chapter 105 needs new blood, a shot in the arm, something to put some longevity into it. There is a core group that drives it. At least that is what seems apparent from my viewpoint and they are getting burned out. There are a few airplane projects, not including RVs, in the chapter membership. Not a bad sprinkling of the kit plane spectrum. In a general membership like this, the economy that we have endured the last few years takes its toll on the roster. People that just hung around for years, I haven't seen in a quite a while. If Home Wing merges with Chapter 105 the pitfall that prevented it several years ago still looms. It will be a significant effort to make the existing members that are not building RVs to feel they are still a part of the group. The ones not building will just wonder what all the commotion is about. The merger would be a significant boost to the chapter and provide a continuous flow of members from which new leaders would eventually emerge.

IF:

The Home Wing Management Group (Don Wentz, Randall Henderson, Randy Lervold, Amit Dagan, Kevin Lane and Mike McGee) is reduced to Amit and myself it is my opinion that there isn't enough energy to maintain Home Wing as it is today. Personally, when I take over the reins of something, if I can't make it better I'm not a happy contributor. That has typically led to frustration and burnout several times. I don't like the idea of Home Wing being less than it is.

THEN:

Every effort should be made to insure that the merger works to the benefit of both clubs. We can certainly get along and it could even possibly be better than it was before. It has potential; it starts out being survival mode for both camps.

ELSE:

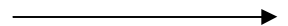
The Home Wing Management Group to-be pulls a rabbit out of a hat and in the short time we have to pull it together, come up with a team that has the skills, ambition, risk tolerance, and philanthropic wherewithal to at least maintain the Home Wing as it exists today and for the foreseeable future. This would not preclude the continuing support of Chapter 105, and 782, 902 or any others up and down the valley. It should include the annual flyin, newsletter, meeting structure, and everything that makes Home Wing what it has been and possibly more. It also would not include any of the corporate liability barriers that exist with an EAA chapter.

I don't mean to present myself as undecided, or not caring which way it goes. I do like aspects of both groups as they are. Like many, I don't appreciate the loss of the informal and free spirit nature of Home Wing. I appreciate what the EAA does and stands for and understand the corporate structure and attitude it has to take in the culture we are a part of. Anytime you homogenize two groups you loose something and that's supposed to be the cost of making the union stronger/better. (It's one of those laws of physics applied to population dynamics.... 8-o) I'm here to be part of the grass roots aviation in this corner of the world and want to help see things continue in one form or another.

It would be good to hear from a majority of the local Home Wing membership regarding this merger. If you feel this is an event whose time has come then let us know. If you are opposed to the merger and have the passion and ambition to support the Home Wing in the manner we have become accustomed, then step up to the plate, and let us know.

Sincerely,
Mike McGee

Continued next page





Amit Dagan,
Toolmeister

Home Wing member,

By now you already know the way the Home Wing has always been run. I refer you to the Home Wing's newsletter December 2002 editorial for a good recap. What your vote will determine is whether the HW is going to continue on this way, or will it become a special interest group operating under chapter 105. For some this may seem like a mere re-organizational issue, for others this is more substantial than that.

Whenever a change is proposed, one should examine two things carefully:

1, what is wrong with the current situation? And 2, what exactly is the change that is proposed and how does it improve upon the current situation.

In the entire history of the Home Wing, the membership body was never bothered with managerial issues. That was left up to the leading team, and it worked really well. But the issue at hand is more than just a managerial one. No one can make you join a chapter against your choice, Make your decision and vote accordingly, but remember the issue presented in the introduction to this voter's pamphlet:

If you vote against the inclusion of the HW under the chapter, you are also saying you are willing to step up and serve as part of the Home Wing management, because some of the leaders are phasing out. If you are not willing to contribute to the group, but rather just be a passive player, then the voting decision is easy for you – vote YES and the only differences you will notice is a change in membership dues, more builders to share the Home Wing's resources with (*), less RV focus in the meetings and newsletter, and an occasional call to flip pancakes at the chapter breakfast (if you are a chapter 105 member already, the latter is not a change for you).

Only if you want to maintain 100% RV focus, don't want to share your tools and treasure with more builders and like having the choice of which EAA chapter to join (if at all), AND you are willing to *actively* contribute to the Home Wing, should you vote NO on the merger (**).

The HW includes different types of members: Some are already members of chapter 105; some are members of other chapters in the area. Others are not chapter members at all, and quite a few are out of the Washington-Oregon area altogether. How you vote will probably depend to some extent on which group you belong to.

Finally,

In the large scheme of things, it is important to remember that we are all just a very small bunch of airplane folks trying to have fun. Unfortunately, it seems to be getting more and more difficult. We must remember not to let disagreements between ourselves weaken us in the face of those who try to limit our flying.

Amit

(*) Did you know that the 200+ members of the Home Wing have jointly \$6,000 in the treasure, on top of a tool crib worth upwards of \$10,000?

(**) You can still flip pancakes at your free time if you like.



Kevin Lane,
Newsletter Editor

Merger, The Least of Our Worries.

-kevin

As egos flared and temperatures rose I took a backseat and watched the fireworks last month. It was pretty amazing. Obviously, some nerves had been tweaked. Things seem to have died down now. An article I wrote never was printed, too blunt. Perhaps. What the Home Wing is about to go through, however, is a vacuum of leaders and direction. The old guard is getting, well, old. I know, we're all old, OK, they're getting tired. Its been too many years with the activities and responsibilities always on their shoulders. Volunteers come as easy as pulling teeth. If you think life is short, try building an airplane with your spare time. Whether our group continues under one name or another won't really matter. If new blood doesn't come forth and offer to help lead this group it will take the course of so many other chapters, just a so-so group with no direction, a bunch of old men that only talk about airplanes.

I volunteered last year and co-edited the newsletter for the past year with Mike McGee. It was a lot of work, especially the first issues. I threw out many new ideas only to have them fall flat from a lack of contributors. There is an incredible pool of talent out there. So many feel like "what do I have to offer, I'm new to this?". Maybe just that. You could provide some direction in what is wanted or needed from this group. It's your group. If it sucks, well, it's your fault, you got what you asked for. The group is about to reach a critical stage where some new people need to step up. It's hard to remember what it is like to be building for the first time. Many aspects of RV building no longer even exist. You wouldn't ask your Dad how to build a website, and in some ways the RV kit experience is moving that direction.

As I see it, the membership technicalities are just that. If more new people don't get involved this group will become just a bunch of airport bums, wanting to talk about how they used to have to smelt alumi-

num and make their own rivets, or about their most recent trip to Prineville. The new year will be a time for some fresh blood and some new directions. I still have many new ideas that I think could help this group, but I need some response and some help to make them happen. 2004, the second decade. Let's turn off the TV and get busy, we've got planes to build. Volunteer!

Kevin

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INSTRUCTIONS: Please vote! There are two methods you can use....

1. PAPER BALLOT— Using this form just fill in your name, mark your choice, fold the page, and mail as indicated.
2. E-MAIL—Send an e-mail to randy@rv-8.com and in the body include your full name and “YES”, or “NO”.

NOTE: To avoid counting errors or multiple ballots voting is not anonymous, your vote will be recorded with your name for tabulation.

YES (we should merge into Chapter 105)

NO (we should remain independent)

Name: _____

Fold on this line

Please return your ballot by December 19th!

Fold on this line

Stamp

Randy Lervold

5228 NW 14th Circle

Camas, WA 98607-9846

Home Wing web site: www.vanshomewing.org

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Membership...*Randy Lervold* 360 817-9091 randy@rv-8.com

Meeting Coordinator, Webmaster, Flying Activities...*Randall Henderson* 503 297-5045

Annual Fly-in Boss...*Don Wentz* 503 543-2298

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: **Amit Dagan (503) 292-9780** amitdagan@hotmail.com Please help protect the group's assets, observe our Tool Policy:

- Everything goes through Amit — do not give the tool to another member.
- Amit will keep an accurate sign-out sheet for each item so he knows where it is at all times.
- Amit will inspect all tools upon their return. If there is any damage he will ask you to pay for the repair . More Tool Crib rules can be found at the Home Wing website

EAA Technical Counselors & Flight Advisers

- **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)
- **Don Wentz** 503-543-2298 jwentz@centurytel.net (EAA Ch. 105, RV-6 builder, Scappoose-Portland area)
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EAA Flight Advisor

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



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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 **Randy Lervold**.

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Classifieds...

FOR SALE/WANTED

Duckworks Landing Lights

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

RV-8A Subkits for Sale by Chapter 105

Empennage assembled; one wing assembled, one just started. Can be built as RV-8 (tailwheel). Plans #81205. Located at Chap 105 hangar at Twin Oaks. Asking \$6500. Contact Rion for viewing -- 503-646-8763 (eve), 503-670-1144 (day), 503-720-9394 (cell)

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.

Found

Coffee Mug

At Amit's garage after the October meeting, a nice travel coffee mug. Contact Amit to get it back (yes, it is washed).

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 – **Payment** – cash() check() (payable to Home Wing)

address – EAA chapter -

city/st/zip-

home phone/work phone- **e-mail address-**

If info change only, such as building status or address change, check here-()

Building – RV3() RV4() RV6()/6A() RV7()/7A() RV8()/8A() RV9()/9A() undecided()

Status – empennage() wings() fuselage() finish() flying() tail number(N)

*note – only e-mail (acrobat PDF format) delivery of newsletter is available for new members, no snail mail (USPS)

- -above info to appear in a member roster listing available to members only

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Return address:

Randy Lervold

5228 NW 14th Circle

Camas, WA 98607