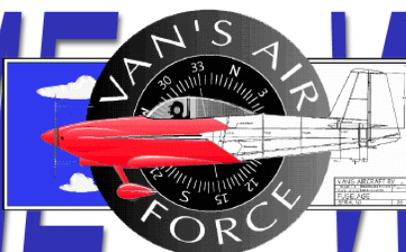


# HOME WING



[www.vanshomewing.org](http://www.vanshomewing.org)

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



## Harmon Lange's RV-8A

Harmon got his pilots license in 1960 while working as a machinist in the Air Force. He built a Davis DA-2A in 1970, and flew it for 750 hrs. His second homebuilt was an RV-4, which he flew the first time in 1989. He put 1400 hours on the 4. He

moved to Oregon in 1995. In 1998 he built an RV-6A. Between Harmon and his wife Marcy they've logged over 700 hours on the 6A. Harmon started work on the RV-8A in 2000. The first flight of the 8A took place in November 2002.

*(Continued on page 5)*



# Events Calendar

Meeting coordinator:

Randall Henderson

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

Project: [Van's Aircraft](#) Factory  
Address: **14401 NE Keil Road, Aurora**  
Date: **Thursday February 13, 2003**  
Time: 7:00 pm  
Phone: 503-678-6545

The February meeting will be at Van's Factory, always a good venue for a meeting about RVs! I'm sure we'll all be eager to learn the latest about what's going on at Vans.

### From Portland:

Take I-5 South, take the Canby/Hubbard exit (exit 282A), continue south approximately 2.5 miles, turn left on Keil Road (before 2nd stop light); Vans is on the left, about 1/4 mile from the intersection.

### Flying:

Aurora (FAA Airport ID [KUAO](#)) is well-lighted so its a good night-flying destination for those who are so inclined. Van's is the new building near the south end of the field. Take the taxiway turnoff at that end, jog left, then right at the second taxiway you come to, taxi east between the blue hangars (taking care to avoid obstructions and holes that are right next to the taxiway), park on the gravel or in the grass but NOT in the parking lot (cars go through there too).

### Plane Pool!

Members who plan to fly to the meeting are encouraged to take this opportunity to share any empty seats with still-building types. A good way to offer or ask for a seat is to use the [oregon-rvlist](#) email list. Be sure to follow the published noise abatement procedures.

### Future Meetings

[March -- Joe Miller's RV-9A Hillsboro](#)

[April -- Kent Byerley's RV-9A Aurora](#)

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: 2/1/2003**

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](http://www.eaa105.org) for details

**This month: 2/20/2003**

EAA CHAPTER 782 Monthly Meeting:  
Fourth Tuesday of every month at Pearson Air Museum, 7:00 pm.

**This month: 2/25/2003**

EAA CHAPTER 902 Monthly Meeting:  
Second Wednesday of every month at Molino Airpark 7:00 pm

**This month: 2/12/2003**

### Future article ideas—help us now

I'd like to do some strength, and possibly fatigue testing on some aluminum parts. Let's see what really happens to those bad rivets, non-deburred holes, and bonded joints. Can 426's really beat 470's? Anyone got the testing equipment and know how?

I'd also like to make a short video, showing a fun day with a couple of RV's flying together, maybe up the Gorge, around Mt. Hood, perhaps something on the Alvord Desert. Anyone have the video equipment and skills (and stomach) to ride with me? I thought a short video would be fun to show at a meeting, especially on a big screen TV.....Kevin

# Editor's Hangar

We spend our lives trying to figure out where we fit in, who we are, what we want. Some of us are quick to learn, with the pieces falling in place with little questions. Others will spend a lifetime searching, despite the obvious glaring down on them. I was thinking about this in regards to this editor's job I just inherited. Randy developed this newsletter into a very smooth, slick publication, not unlike his airplane. He has automated much of the membership process as well as the actual electronic viewing each month. It is all very up to date and the best available. Then along comes Kevin, who can't keep his mouth shut or his hand to his side, and lands himself an editors job. What an act to follow. You know Kevin, he's been flying for six years now, been to Alaska, the Bahamas, Sun-N-Fun four times. His plane is, well, did I mention that he has 800+ hours on it? Yeah, the paint job went two months before I started changing the intakes, added new wheel pants, looked for new spots for more instruments. Now the primer is spreading all over. The painter even offered to touch up my plane for free. But with that comes innovation. I had the first vinyl graphics. Van's asked me how to do it for their -9. I like ferry tanks and now have 70+ gallons worth. My armrest is a canopy latching system. We fit two RV's in one hanger. None of this is real slick or smooth. Probably none of it is up to Randy or Randall's standards, but then they're my ideas. I could spend eons of time perfecting them, but I have too many other things I want to try. That's why I started building an -8. Out with the Lycoming and in with a turbo-charged three rotor Mazda. I'm having a great time. I see the industry going to more and more expensive options. Turbine power is now presented as the only reliable aircraft engine, despite being very expensive to buy and to run. Engine monitors, terrain awareness, weather radar, all discussed like it was mandatory. I can't afford any of it, although I wish I could I hope you all think about your own style. Life can be a

lot simpler and rewarding when you are true to yourself. I will continue to try out new ideas with this newsletter. Maybe with your help we can produce a nice, shiny product. Otherwise, well, I hope you like grey primer.  
...kevin

## Flight Levels 12 thru 18

### FILL YOUR OWN (O2)

For those of you that are regular oxygen users or plan to be, refilling that bottle at your local FBO can get to be a \$ consuming affair. The web site listed below outlines how to safely fill your own O2 bottle from other sources, namely your welding oxygen tank. There are a number of Home Wing members that have discovered this useful setup. Now admittedly, you would need to use a fair amount of O2 to justify setting up one of these. However if you already have the tanks, it isn't much more than the cost of a couple of refills to finish the setup. After that it amounts to a couple of dollars per refill.

<http://www.avweb.com/news/columns/182079-1.html>

If you are not using O2 at those nose bleed altitudes, even where it's only just a good idea, you might want to re-think your strategies. I had never used oxygen until I shagged a ride to Oshkosh last summer with Bob Neuner. Let's just say I had a head clearing experience.....*MGM*

Bob Neuner now fills his own bottle from a welding tank. The last time I filled mine I went to the welders supply in Vancouver. They just swap you bottles. You can upgrade bottle sizes for a minimal cost. My bottle cost \$11 to fill (well, to swap). It also had a full 2000psi in it whereas the airport services can't produce those pressures and I typically only get 1500psi on a refill that costs more like \$25-35. -Kevin



## January Meeting—Len Kaufman's RV-8

The January Home Wing meeting was held at Len Kaufman's nice big 3 car garage and featured his RV-8 QB under construction. He's been working on it for about two years and will have a 180HP, constant speed prop, IFR machine when it's finished. As usual, people continue to be impressed with the workmanship on the quick build kits.

Len is currently concentrating on interior paint. He went to local expert Craig Roberts at Aurora (503-678-3001) for some paint and primer selection advice. Craig has put paint to a number of RV's that have picked up awards. Len came away with what is a growing practice of simply using rattle cans for the interior. This makes it relatively easy to clean up future scratches as they develop through normal wear and tear when flying the plane. Paint like this bought by the case is relatively inexpensive compared to some of the epoxies that are available. Top coat is by SEM laying on a base of Du-Pont Variprime. SEM also has self etching primer in rattle cans.

## Factory Report

With Len's place being relatively close to Van's it brought out a good showing of the crew from the factory. Scott McDaniel's brought us up to speed on progress of the RV-10. They are working to have it in the air in time for Oshkosh (AirVenture) this summer. Comments continue to entertain about how big it is compared to the other planes in the shop. Henry Gorgas, local RV builder and sheet metal class instructor, has been brought in to help with the new plane and help insure its AirVenture debut.

The RV-11, a future bird building a warm spot in this editor's heart, is still not much more than a twinkle at Van's old skunk works. Some progress has been

made on the fuselage including trial fit of a canopy derived from an RV-4 bubble. The RV-10 of course taking priority as there will likely be at least two orders of magnitude more customers for the four place plane as opposed to a single seat motor glider. Just as well, as some have seen by my building progress on our -9A, I'm a patient man  
.....MGM

## Such A Deal—cheap a/c hardware

I am Peter van Schoonhoven and am neighbors with Bill Drake, Al Strickfaden and Dan Parks at Parkside Airpark, Battleground, WA. I have just sent in my membership form to join the Home Wing. I have a flying RV3 that I completely restored a couple of years ago, and am presently building a Harmon Rocket. I am looking forward to meeting more of the group, and hope to make it to the next meeting at the factory. I also have a few other airplanes, and am an A&P with IA and do owner assisted annual inspections. I don't really want to do the work, but I am happy to inspect and supervise. It seems I am busy enough with my own projects. Anyway, since I am always working on something, one day decided to purchase the inventory of a company that was going out of business. This company sold all kinds of aircraft hardware, like screws, bolts, nuts, rivets, cherry max rivets, adel clamps, cotter pins, etc. It was quite a large pile of hardware actually, something over 6000 pounds! And almost all of it was in the size ranges for general aviation and homebuilders. Anyway, I pretty much have a lifetime supply of all the stuff in the Aircraft Spruce catalog Hardware Section. I have been selling it to my friends and neighbors at 20% below the Aircraft Spruce prices in an effort to recoup some of my investment. I would be happy to have any other home wing members as customers too. I can not

*(Continued on page 5)*

(Continued from page 4)

guarantee that I have everything in every size, but almost. Folks are welcome to fly or drive over to pick up whatever you need. Where else can you do that, especially on a Sunday? Or you can call or email with a list, and I can mail it off to you.

Call me at 360-687-2356 or 360-901-7611 (cell) email to:

[pvens@pacifier.com](mailto:pvens@pacifier.com)

Thanks in advance! Peter

(Continued from page 1)

## The Building of an 8-A

by *Harmon Lange*

More info: [www.langair.com](http://www.langair.com)

We all need a good reason to build another airplane right? Well I was convinced that flying in the RV-4 was not good for my old back. Several long cross country trips in the 4 had me laid up, hurting, (plus crabby and irritable, so my wife says.) Enough said on that. It was time to start building the RV-8A.

The question has been asked of me, why did I install all the fancy stuff? I will try to explain.

I think it was the trip back from Oshkosh 1999 that started the thought process. For all the years that I have been flying, I considered myself a very cautious pilot in regards to weather. Some might say cowardly. On that '99 OSH trip, I pushed it a bit too far and had to make a 180 turn in bad conditions. Fortunately the RV-6A has the wing leveler and I basically made the turn with that. During most of the turn I had no visibility at all, but came out of it without a problem. However, I still remember how totally disoriented and stupid I felt. Had I made the turn a mere 20 seconds earlier, it would have left me with an entirely different feeling. For many weeks after that trip I was haunted. The first thought that came to mind waking in the morning and the last thought at night was the possibility of cashing in my chips for a mere 20 seconds. Think about that. Life can get pretty short. Another factor that still haunts me is the accident and death of a dear pilot friend and his son, who also got caught in bad weather. So it came to



-the red indicates terrain above current altitude as we fly up the Gorge and bank hard to the left. 3-D simulation of the ground terrain can be seen in the lower portion of the artificial horizon.

pass that the next plane would have a new type of instrument panel.

To many of the best pilots who are sharp and keep IFR current, the standard type instruments that have been available for many years are the best. But, there is nothing inherently obvious in them. In my opinion it is better to have the equipment draw you a picture. Anyone can fly a picture. Isn't that what we do when VFR? We all remember the famous 200 hrs pilot that died in good weather, but no visibility. I'm sure the Saratoga had the best standard IFR equipment available, yet he died. It happens.

Like every one else, I have been watching the revolution in cockpit displays. About 6 years ago I sat in on one of Burt Rutan's forums. It was about this very subject. The objective is to have a display that allows you to fly the airplane with the same references, VFR, or IFR, (having the horizon, the image of the ground, and the surrounding terrain.) I didn't know it then, but sitting in that same audience was a young genius that took up the challenge. Several years later I got to meet him, Greg Richter, CEO of Blue Mountain Avionics. They produce the EFIS 1. Think glass cockpit. I attended his forum at OSH, and heard and saw all his neat ideas. He promised 3-D terrain modeling, highway in the sky, and more. I related that as a machinist I have been program-

(Continued on page 10)

## If I Ran Van's

If I ran Van's I'd think more about how the website could help cut down on the number of tech support calls. I'd put a file out there that has a 3D drawing of every part and whether it is manufactured or fabricated by the builder. I would include the rivets and fastener sizes with the part drawing. I'd build a library of photos showing all the parts as installed, with an orientation axis. I'd put the drawings out on the website so that builders on business trips could continue to work on their project, at least planning, while away from home. I'd log the tech support calls and figure out what areas need better directions. I'd look to see what parts are ordered most as builders make building mistakes. That would be a good place to start.

Then I would have a long lunch and take the rest of the day off. :-) ...kevin

## Heavy Iron To Kittyhawk

by Brian Moentenich

I've always wanted to visit Kitty Hawk, birthplace of aviation, but the opportunity to do that never materialized until last September. I needed to spend two weeks in Wilmington, NC for work which is about 200+ miles south of Kitty Hawk.

Unfortunately I could not fly my RV back to Wilmington. UAL would have to do. Driving up to see where Wilbur and Orville made history was out of the question. I would fly in some "heavy Iron" (aka a C-172). Of course I had to get checked out in a 172 at an FBO at Heavy Iron to Kitty Hawk Wilmington International (smaller than HIO). One night after work I met an instructor and set about fulfilling the wishes of the insurance co. It was probably good to do that since I had accumulated a total of about 5 hours in a 172 prior to that. The airborne part was pretty routine except the visibility was CAV3 (3 miles w/o clouds). Power on stalls in those conditions were close to IFR since there was no horizon, clouds, mountains or sun to see. Wilmington is a TRSA I found out. I couldn't remember

*(Continued on page 7)*

## Doodles

-Harmon's rejected "Night Fighter" neon paint scheme! (or "Midnight Toker" perhaps :-)



## Where were we?

Randy Griffin correctly guessed Yosemite's Half Dome for last month's puzzle.

This month's clues are real subtle, "Mr. Ed's owner and gourmet popcorn, right?" You could always ask Brian M. for hints too. While you're at it, give him a hard time about actually renting a 172 for this shot!



## I Just Have Problems With Landing

According to AOPA's accident database, there were 87 accidents involving RV aircraft between March '98 and October of '02. This works out to approximately 20 per year. Of those 87 accidents, 25 were fatal, 7 serious and 21 were minor. After briefly reviewing the 50 most recent, the following conclusions were reached:

Nose gear collapsing after a hard landing caused more than 10% of the accidents. Only 4% (two of 50) involved continued VFR flight into IMC. Very few stall/spin accidents were found. Loss of power accounted for a large proportion of the accidents. Landing accidents accounted for a large proportion.

With this rather cursory review, two things stand out:

1. We need to do everything possible to make sure that engine keeps running.
2. We need to be very careful during landing (especially considering how fragile that nose gear is). —Brian

### -more tools, more tools

**B**rian Freeman is about to tackle this canopy installation. Good thing he bought that deluxe version of the RotoZip, complete with this angle attachment that turns it into a great little circular saw. Now he only needs to worry about WHERE to cut!



*(Continued from page 6)*

the difference between Class C and TRSA airspace – but I figured I needed to get radar identified when returning. I was cleared to land when I was still 8 miles away without the runway in sight. I guess with radar they know who is out there. The instructor was impressed with my two landings as was I.

I reserved the 172 for all day the following Sunday. Saturday was CAVU – Sunday had lots of cu. I brought my Garmin 195 with me and also splurged and bought a sectional. I didn't plan to get lost with all those restricted airspaces to the north. It looked like the best route would be to go overland up there and return by following the outer banks. We would fly over Cape Hatteras on the way back – a most dangerous place for ships. Each leg should take about 2 hours and I could get gas at Kitty Hawk. Fuel would not be a problem. Using my cell phone and dialing wxbrief got an answer from McMinnville FSS. Better use a land line as I didn't think MMV could help me with a briefing. Nothing but scattered clouds at 2500 and near perfect visibility.

Going north was easily accomplished by flying under some of the restricted airspaces (below 1,000 AGL) in places. The ground was flat – but most swamps are aren't they? While I was threading the needle between two restricted areas, my GPS lost it's signal. It was time to renew the pilotage skills! Did you know Kitty Hawk is located on an outer bank island and the outer banks are a long way offshore (15 miles or so)? The wx was good except for some widely scattered clouds at 800'. Of course they were hanging around the runway. Guess what – there isn't any fuel at Kitty Hawk. There is a telephone booth sized shelter for signing in, however. A back hoe and a sign marked where AOPA planned to build their facility to celebrate 2003.

Even though Kill Devil Hill is probably a sand dune, the whole area is covered with vegetation with lots of Prickly Pear cactus to keep you on the sidewalks. There are four large rocks which are monuments with one at the starting point and one each at the landing points of the first three flights. There isn't much distance between the rocks. I wonder if there is a message there with large rocks denoting the stopping places? In

*(Continued on page 8)*

## Kids — meet the new guys

Mike Terrell-7A, working on the tail.  
Tony Carago-7, working on the wings  
John McDonald, 210-410-4125, undecided and has yet to take the free \$40,000 ride — (hint, hint....ed)

*(Continued from page 7)*

preparation for 2003, the museum was being renovated. One temporary mobile home type building housed the gift shop and the other had some museum stuff. A park ranger was doing hourly tours telling the story. He must have been a frustrated actor because it was quite a production. I didn't listen the whole show as it was hot and humid. I collected some sand (and cactus by mistake) in a baggie for Brian Freeman's wife (she has a huge sand collection). Time to find some fuel and return home.

To the south about 35 miles was Roanoke which had lots of fuel. I pointed the nose in what I thought was the right direction (i.e. I could see land ahead) and one of my passengers (a non-pilot type) had to help me head for the next connecting outer bank island. It was so narrow I couldn't see it in the distance. It only involved a small (90°) heading change. Orenoke has a very nice FBO office with cold lemonade. Freshly refueled (the plane too), we took off and continued south. At this point the outer banks island is a narrow strip (100 yards wide). A nice highway below offered some comfort for the next 100 miles or so. There were huge buildups of cumulus a few miles east and west of us which seemed to remain stationary. We flew down what seemed a canyon with white fluffy walls. If the walls came together I figured I could always go back. There is an airport at Cape Hatteras but I didn't stop. The cape sticks out into the ocean and a right turn was needed to follow the banks southward. Another restricted airspace near camp LeJune pushed me offshore 5 miles or so. A little further to the southwest lay Wilmington and a less than perfect landing. I did leave the A/C in flyable condition though. I won't talk about what the whole adventure cost. It was still cheaper than flying my RV clear back there— I think.

-brian

## Codgers—watch out for these guys!



NAME Don Wentz  
BUILDING —the first -6?  
MEMBER SINCE-before new guys were born  
RATINGS/HRS-as many with wings off as with wings on  
OCCUPATION — Intel, PC platforms (some kind of chic shoes I think)

CURRENT TASK—designing new product for his company, Ducklights, a wheelpant called Webbedfeet  
FANTASY FLIGHT—one lap around Reno  
(Don -this will teach you to return my e-mail :-)

## Web du Jour

[http://www.moller.com/news/pressrelease/level2\\_skycarsale.html](http://www.moller.com/news/pressrelease/level2_skycarsale.html)

<http://naca.larc.nasa.gov/>

## RV GRINS



# TNT-tools and techniques Platenuts made easy (er?)



1. drill full-sized hole for #8 screw, #19 drill bit

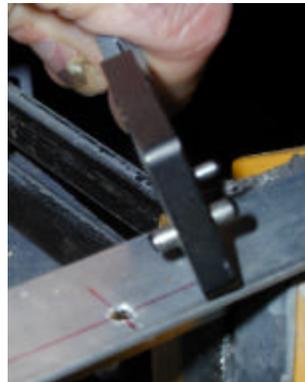
2. use side with single post to locate jig



4. flip jig over, use set of posts to position jig for drilling second rivet hole



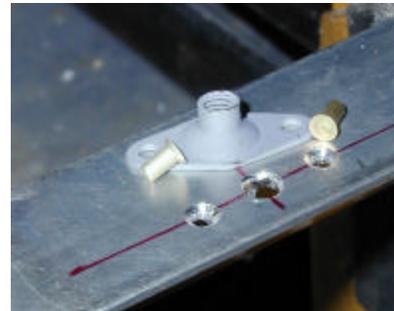
6. deburr screw hole and countersink rivet holes—usually takes me 4 revolutions



3. drill #40 rivet hole while holding jig square visually

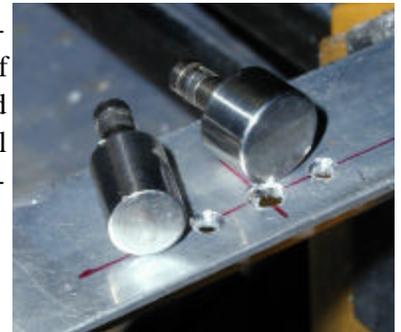


5. second rivet hole is drilled (other template holes are for non-std platenuts)



7. special nut plate rivets, NAS1097/AD3 series, have smaller heads than the AN426 rivets (note-platenut should be primed)

8. use smaller diameter die on underside of squeezer to help avoid squeezing the actual platenut and damaging it



9. dimple for #8 screw

10. Insert both platenut rivets, hold them in place with thumb, slide platenut over rivets, squeeze just rivets, not thumb. There ,one down, 999 to go, unless you're a wussy quick-builder :-)



Early Australian engine installation design...  
...(wink, nudge)

*(Continued from page 5)*

ming CNC equipment. It does just what I want it to do, time after time after time. “Why can’t we program airplanes to cut a path through the sky, the same as a tool cuts a path through steel?” Greg said, “We could do that”. So, hopefully we are on the way.

The EFIS 1 is available with integrated autopilot. As of this writing my autopilot is not yet hooked up, but the rest is working very well. When I first started flying it we had some power supply problems. Greg quickly solved that with new power supplies. I’ve had full confidence in Greg from the start, and he has given great support. The 3-D terrain images on the screen are just great. Take a peak at his web site; you’ll see what I mean.

What about the FADEC system? (Full Authority Digital Engine Control). About the time I was getting serious about spending money for an engine, I happened to meet Van at one of our many “Fly out for Breakfast Mornings.” He suggested I look into having an engine built up without the mags, and carburetor, and put the FADEC on. I called Ed Bartow, the man with the most time on an RV and FADEC combination. He was having good results, and encouraged me to go for it. The cost was about the same as a new engine. I paid \$13,000.00 for the basic engine from Aero Sport. (It’s a 0360 A1A.) The FADEC system was \$7,000.00. So, 20k and some change for a fuel injected engine. I liked the idea that the only moving part in the entire system is the small solenoid on each cylinder that is activated to inject the fuel. Ed has 400 hrs on his system without any problems. With that information I ordered the system.

The big surprise came when it was time to order the prop. The Hartzel people, after doing some testing, advised against using their prop on the FADEC run engine. They were in the process of a new design so I postponed the purchase as long as I could. In the end I bought an MT constant speed 3blade prop. The MT props are made of wood, and are not subject to the problems of harmonic vibration that the metal props have.

At this time I have logged 55 hrs. The FADEC has not missed a beat. It seems to be a bit cold blooded and coughs some when I start the engine in temps around 30

degrees. During flight the system re-computes for high and low cruise. This means that when one changes the power through the 65 percent range you can expect a slight roughness until it changes over. I’m comfortable with that now, and can refer to the readout on the Ipaq display to see what is happening. The message comes up as low or high power cruise, stabilizing, calibrating, and complete. Then it is running perfectly smooth again. The Ipaq displays all the info from the FADEC computers, including the percentage of power. That is really neat.

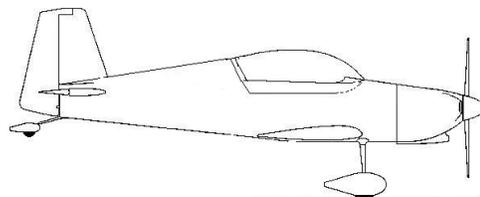
The Blue Mountain display just keeps getting better. Since I started flying, Greg has updated the hardware to eliminate in-flight use of the DVD drive. All the maps are now on a 1-gig flash card. The DVD is only used for the monthly updates.

I did not intend to discuss the airplane itself in this letter. The RV-8A that I have is a standard quick build and I still need to fare in the gear legs to get accurate speeds. I will say though that it’s the best damn airplane I’ve ever flown.

*Oh yes, about that back problem I mentioned, I had surgery to fix that. ....Harmon*



*Harmon's new Blue Mtn. EFIS and IPAQ based engine monitor keep him informed!*



# 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 . More ToolCrib rules can be found at the Home Wing website

## EAA Technical Counselors & Flight Advisers

---

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)



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 Editors..... Kevin Lane 503-233-1818, n3773@attbi.com

..... Mike McGee 503 534-1219, jmpcrftr@teleport.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

# 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

**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](mailto: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@xpirt.net](mailto:ronstory@xpirt.net) 3/03

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

**Duckworks Landing Lights** - Retro-fittable, light, easy installation. Kits start at \$75, check 'em out at [www.duckworksaviation.com](http://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 Boring at 503-661-7627 or [carbobbor@aol.com](mailto:carbobbor@aol.com) 2/03

**Hair/oil separator**—used, good as new, \$25 Kevin 503 233-1818 or [N3773@attbi.com](mailto:N3773@attbi.com) 5/03

## WANTED

Experienced Builder Wanted  
Need experienced help building my RV6A. Slow build kit approx. 20% complete. Anxious to complete and fly. If interested please call Virgil Mays at (503)543-7697 to discuss project and compensation. Or e-mail to [vetteman@centurytel.net](mailto:vetteman@centurytel.net). 5/03

# Home Wing – Van’s Air Force

Kevin Lane, Editor  
 102 NE 53rd Ave  
 Portland, OR 97213 (503) 233-1818  
[n3773@attbi.com](mailto:n3773@attbi.com)

Mike McGee, the Other Editor  
 793 9th Street  
 Lake Oswego, OR 97034 503-534-1219  
[jmcrftr@teleport.com](mailto:jmcrftr@teleport.com)

## 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, _____	E-Mail: _____
Zip: _____	

Project:	Status:	Newsletter	EAA Chap- _____ ter:
RV-3 <input type="radio"/> RV-4 <input type="radio"/>	Not started <input type="radio"/>	<b>Distribu- tion:</b>	
RV-6 <input type="radio"/>	Empennage <input type="radio"/>	E-mail (pdf) <input type="radio"/>	
RV-7 <input type="radio"/>	Wings <input type="radio"/>	Mail <input type="radio"/>	<b>Payment:</b>
RV-8 <input type="radio"/>	Fuselage <input type="radio"/>	<b>PLEASE</b> check the <b>email</b> 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.	Check <input type="radio"/>
RV-9 <input type="radio"/>	Finish kit <input type="radio"/>		Cash <input type="radio"/>
RV-10A <input type="radio"/>	Flying <input type="radio"/>		Info change only <input type="radio"/>

**IMPORTANT:** *The Van's Air Force Home Wing newsletter is in no way a publication of Van's Aircraft or any other corporation. All products reviewed or mentioned are not necessarily recommended for use by the Home Wing, but are included for informational purposes only. All building or flying tips represented only the means by which the builder whose name is associated with the tip chose to build or fly his/her aircraft. Builder's tips are not meant to replace the plans and instructions from Van's Aircraft. All information is presented only as a source of information, and this newsletter is a forum for exchange and the sharing of ideas and construction methods only. NO responsibility or liability is assumed, expressed, or implied as to the suitability, accuracy, safety or approval thereof. Any party using the suggestions, ideas, or examples does so at their own risk and discretion and without recourse against anyone. The editor of the Home Wing newsletter and the builder's tips submitters are not responsible for any product, incorrect construction, design failure, unsafe aircraft operation practice, nor any other peril. Any material printed within may not be reprinted without specific permission, and then should include credit to the original source and author. The Home Wing newsletter is published more or less monthly. Subscriptions are \$10/year. Complimentary issue for new builders upon request. Mail or e-mail all subscriptions, ideas, tips, tricks, and articles to the newsletter editor.*

#### 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 Randy Lervold.