

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

**FEBRUARY MEETING**

The February Meeting was held at Jerry Van Grunsven's home at the Olinger Air Strip. I must say, we were all pretty envious of the beautiful job they've done on ALL THAT SPACE. They have a hangar AND a finished shop AND an office AND a house AND a finished RV AND it's on an airstrip! We all thought we'd died and gone to Heaven! In the shop, they are working on Stan's RV-6 which is nearing completion. Wonderful workmanship! Thanks to Jerry and Judy for a great evening!

**Meeting Notice** - Frank Justice, Meeting Coordinator  
(503) 590-3991 Frank\_K\_Justice@ccm.ssd.intel.com

Place: Steve White's House  
12640 SE Huron, Clackamas  
Date: March 13th (2nd Thursday of the month)  
Time: 7:00 pm

The next meeting of the Portland Area RV Builder's Group will be held at Steve White's project in the Clackamas area. Steve is building an RV-6A and is presently working on the fuselage. It is in the jig with all bulkheads complete and ready for fitting the bottom skins. The wings are done and sitting in a sling fixture. The wing leveler servo is mounted in the right wing and Steve has made his own heated pitot tube mounting bracket for the left wing. Steve also has a video of Van's aerobatic routine in the RV4 from Arlington last year.

To get to Steve's house, take the Sunnyside Road exit from I-205 (at Clackamas Town Center). Go east on Sunnyside Road to SE 122nd (at the light just past the Safeway Shopping Center) and turn right. Go to Huron, which is the fourth street and just past the church, and turn left. Go to 12640 SE Huron which is on the right, the second from last house on the street.

**EVENTS CALENDAR**

**EAA Chapter 105 Monthly Meeting**

Thursday, March 20th (third Thursday of every month), 7:00 pm at the EAA 105 Hangar/Clubhouse, Twin Oaks Airpark.

**EAA Chapter 105 "Breakfast at the Aileron Cafe"**

Saturday, April 5th (first Saturday of every month) at Twin Oaks Airpark, 8:00 am.

**Home Wing Van's Airforce 6th Annual Fly-in**

Saturday, June 21st at the Scappoose Airport

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**FROM THE "BIG MESS"**

*Jerald and Kathy Hall, Editors*

I truly thought that at this stage of my life, the passing of time would be marked by the growth of our daughter. Little did I know that it would be marked by the monthly deadline of getting out this newsletter!

The fuselage jig is up, and the bulkheads have started making their way onto it. Jerald finally got me to help him scrub and alodine all the bulkhead pieces. It took an entire Saturday, and Katie wasn't too thrilled at spending so much time in her Swing again, but Jerald really appreciated the help. What a job!

Katie is four months now...already!...and working on being able to crawl about at all the airshows and fly-ins this summer. Oshkosh here we come!

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**"IS FLYING MY RV SAFE?"**

*by Don Wentz*

From time to time as a pilot the thought crosses my mind that maybe I'm taking an unreasonable risk by flying a small plane. You know, "Is it fair to my family to engage in this potentially dangerous activity"?

I then go through a process of comparison and reasoning, like, "I know many pilots who have flown for many years and never experienced as much as a forced landing." Most of the accident reports tell of errors and misjudgments that pilots make, just asking for an accident.

When soul searching, I always end-up at the point where I feel that if I fly often enough to stay in practice, and since I built my plane myself and know how to keep it in top shape, AND I don't make those dumb decisions that I read about so often, that I can continue to enjoy this great hobby/activity safely enough to not feel guilty about doing it.

I know that many pilots or would be pilots are forced to give-up flying because 1) their spouse or family just won't put up with it, or, 2) they don't feel that it's worth the effort and potential risks. Yet, every day we and our families jump in our cars and think nothing of cruising the roads and highways, often within 2 feet of oncoming traffic, at a closure rate higher than the top speed of most 2 seat trainers. Not only are we constantly exposed to other cars, with drivers of every ability at their wheels, from no ability to very alert and capable, but the exposure continues to include every imaginable hazard there is - slides, poorly maintained roads, chemical spills, animals in the road, items falling or thrown from overhead, poor weather, the list is endless.

The inspiration for writing this article is the following experience: Recently I was headed home, about 9pm, it's dark, rainy, I'm tired and barely paying attention to my driving, on a 4 lane hwy in the right lane appx 1/8 mile behind the only other car in sight, who is cruising in the left lane (where's my gun button...) and pulling away from me (I'm doing about 60 mph).

Suddenly, I look up and barely see an all black cow, striding across my lane (from my right), looking away from me at the car that just blasted by him. In the conditions of that moment, I was on top of him before I saw him, and happened to be lucky enough to be in a late model sports coupe that reacted to my inputs and

even in the rain, was able to swerve just enough to miss the cow.

I slowed down and began flashing my lights to try and warn the 2 cars in sight behind me, and as I watched in my mirror, sure enough, the lead car in the right lane hit the cow with the left front. Fortunately for her, she was in a tall car (Jeep Cherokee) and the damage didn't include the passenger area. However, had I NOT made the instinctive jerk of the wheel and been able to swerve, that cow would have come right over my low hood, through the windshield, and killed me instantly.

I drove the 2 more miles to home and was visibly shaken when I got there. The picture of that cow striding across my headlights is still clear as ever. But, do I sell my small car and go buy a Suburban or some other gunboat that would fare better in such a crash? Do I give-up driving altogether?

No, in everyday life just like in flying, we realize that while risks certainly DO exist, we don't curl into a fetal position, suck our thumbs, and give-up doing these things because there is a chance something may happen. Instead, we do our best to minimize those risks and go on enjoying life.

So, we all need to maintain our aircraft, maintain our proficiency, and maintain our enjoyment of what must be one of the best darn hobbies there is in this world.

The Duck

**THE EVER-PRESENT BRITISH HUMOUR...**

*by Randall Henderson*

Another enemy decoy, built in occupied Holland, led to a tale that has been told and retold ever since by veteran Allied pilots. The German "airfield," constructed with meticulous care, was made almost entirely of wood. There were wooden hangars, oil tanks, gun emplacements, trucks, and aircraft.

The Germans took so long in building their wooden decoy that Allied photo experts had more than enough time to observe and report it. The day finally came when the decoy was finished, down to the last wooden plank. And early the following morning, a lone RAF plane crossed the Channel, came in low, circled the field once, and dropped a large wooden bomb.

**OTHER RV NEWSLETTERS**

*courtesy of Don Mack @ donmack@super-highway.net*

Van's Aircraft Rvator (the official newsletter)

PO Box 160  
North Plains OR 97133  
503-647-2206

Van's Airforce Tri-State Wing

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422 Savannah Ridge Drive  
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314-928-8703

Chicago Area Rvator

Editor: Jim Boyle  
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Chicago IL 60631  
708-678-0788

Indiana RV Builders Newsletter

Editor: Frank Smidler  
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317-538-3166

Kansas City Area Rvators

Editor: Kevin Vap 12919  
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Olathe KS 66062-1401

Rocky Mountain Rvators

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Denver CO 80237

Van's Airforce - MN Wing

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Hudson WI 54016

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59 Grapevine (EAA Chapter 59)

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2518 80th PI SE  
Everette WA 98203

South Bay Rvators

1136 Second St  
Hermosa Beach CA 90254

**SUBSCRIPTIONS DUE**

Look at the date under your address on the cover. **THAT IS THE DATE YOUR \$10 IS DUE.** Use the form at the back of this newsletter to subscribe or renew. A short note updating the editor on your status would be appreciated too. *If you are paid up but the date doesn't reflect this, please give the Editors a call so they can correct it.*

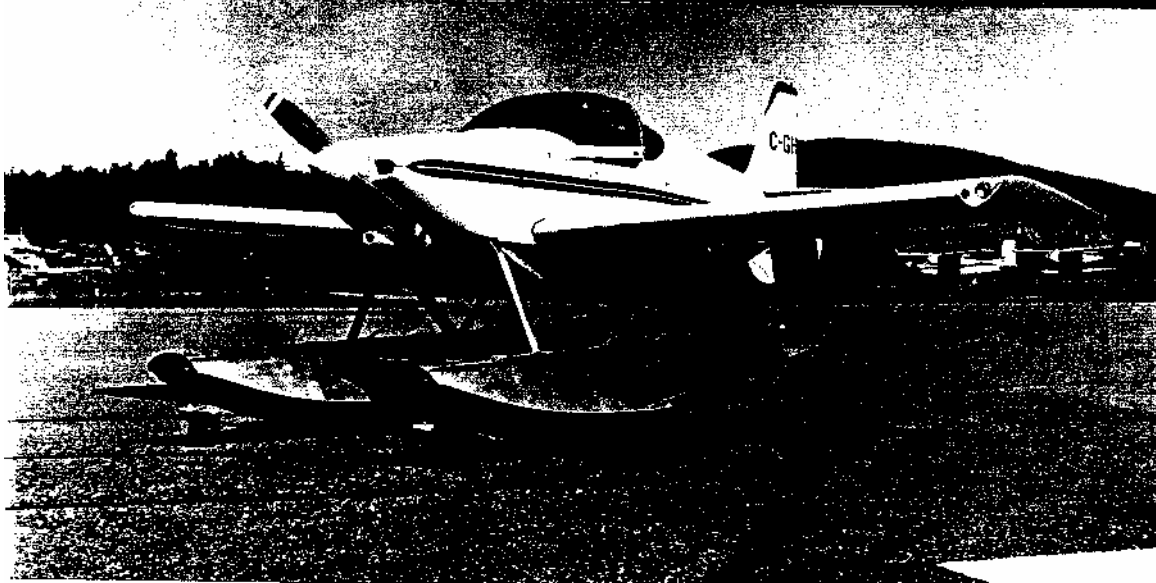
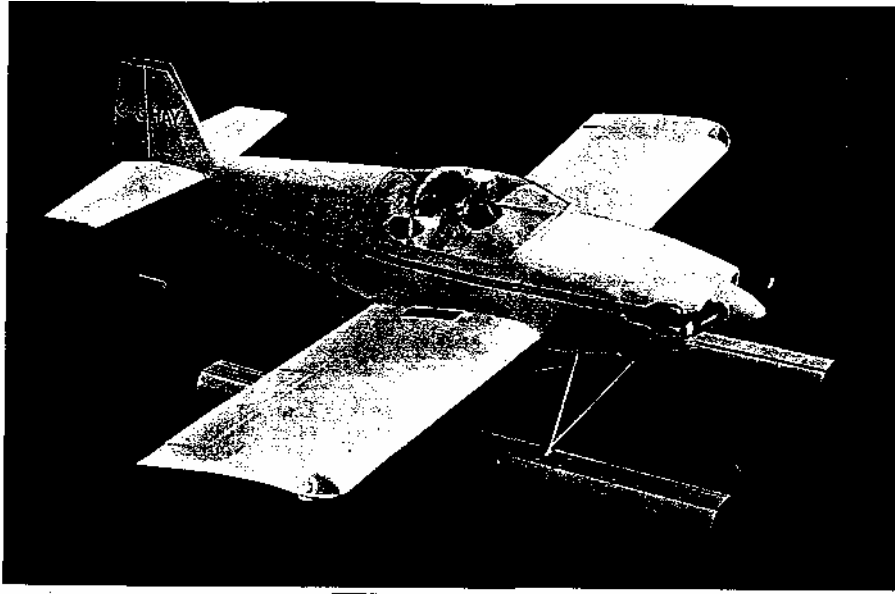
**KUDO'S TO EUSTACE BOWHAY**

*by Kathy Hall*

Jerald, Katie and I went shopping yesterday to buy a radio controlled car, when what to my wondering eyes did appear, but a picture of Eustace Bowhay's RV-6F on the front of RC Modeler Magazine. On further study, we realized that it wasn't his plane, but a Sport Scale radio controlled model of Eustace's plane designed and built by Ed Westwood of Spanaway, WA. It looks identical! If anyone is interested in modeling, the complete instructions and plans are in the April 1997 edition, available in stores now.

Not only was it quite a surprise to see one of our own, but I felt Eustace should be very proud that his RV-6F was admired enough for Ed to choose his plane for his model.

Below are pictures of Ed's RC Model, the RV-6 before Eustace's retrofit, and Eustace's RV-6F when completed.



**OREGON RV EMAIL LIST**

by Steve Kimura

skimura@dnc.net, or (541) 715-8287.

A while back, Randall Henderson started an email list for the Portland RVators as a compliment to Matt Dralle's worldwide RV email discussion list. The list grew to almost 50 people, and is a great tool to share information and questions relating to local things and local folk.

Well, since then Randall claims he got hit with some bad email and didn't want to keep the list on his work account, so I volunteered to take it over to keep it going. Of course, now I know he wanted to just dump the list because he was too busy making money hand-over-fist selling Van's Air Force mugs, hats, shirts, stickers, lingerie, tatoos, etc.

So now what we have is the new Oregon RV Builder's list. The list allows you to send email to "Oregon-

rvlist@dnc.net", and everyone else on the list will be able to read and respond to your message. (Previous subscribers have been moved to the new list; please note the name change).

General questions to the entire population of RV builders should be directed to the world-wide rv mail list run by Matt Dralle. To sign up on that list, send a message to majordomo@matronics.com, and in the body of the message, type: subscribe rv-list

Other email lists that may be of interest to you:

Oregon Pilot's Association list: For all general aviation questions and comments. You do NOT need to be an OPA member to participate. Discussions include Oregon flying destinations, airport closure and management issues, fly-in events, etc. (opa@dnc.net)

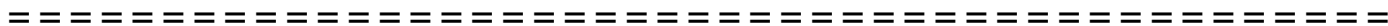
Oregon EAA list: For all local Oregon comments and questions regarding experimental aircraft building, organizations, and events, (oregon-eea@dnc.net)

**HANGAR HUMOR**

**Too Ten Misperceptions I've Encountered in the Process of Building my RV**

by Randall Henderson

10. When you say you're building an RV, they think you're building a motor home.
9. When you say you're a homebuilder, they think you're building a house.
8. When you say you're building an airplane, they think it's a model.
7. When you're trying to decide which primer to use, you think it's important.
6. When you've finished priming, you think finish painting can't be that much different.
5. When you've finished the airframe, you think you're almost done.
4. When you've flown the airplane, you think you're done.
3. When you find out what a Lycoming costs, you think an auto engine conversion has to be cheaper.
2. When someone tells you a normal person can finish an RV in 2 years or less, you believe him.
1. When you park your airplane in a locked hanger, you think it's safe



**WANTED** Ads are FREE.

Carburetor suitable for 150-160 HP Lye 0-320. Conical Engine mount for RV-4. Russ. 503-606-0342. 2/97

Wood prop for RV-6A w/ 180 hp Lycoming. Prefer climb prop, but will consider cruise prop. Russ. 503-606-0342. 2/97

Volunteers: For all of you RVers out there, as you may know, we are rebuilding the original RV-3 for donation to the EAA museum this summer. Gary Standley had it in his garage, and with some occasional help, has gotten a long way on it. But we NEED HELP. It is now in the Chapter 105 hangar and work parties meet every Thursday night. Contact Don Wentz (696-71 85) or Gary 10/96

**THE TOOL EXCHANGE**

*The new Toolmeister is Brent Ohlgren, 288-8197. Let him know if you have jigs, tools, shop space, etc. to loan, exchange, or otherwise provide - at NO COST - or if you are looking for something specific to borrow. And whether your item is listed here or not, go ahead and bring it to the meeting.*

Home Wing Tools available: Hole template for instrument panel, Wire crimping tool and die, Brake lining rivet set tool, and Tune-up and Annual Equipment (Compression check, Mag timing light, Timing dial, Mag adjustment tool, Plug gap-per, high voltage cable tester, and Plug vibrator cleaner). Contact Brent Ohlgren, 288-8197.

Cutting wheel mandrel, custom made by Stan VanGrunsven to use for cutting your canopy. Knob on the outside makes it much easier to hold steady and not screw up that expensive piece of Plexiglas. Mike Seager currently has one of them, I have the other. I also have some graduated diameter screw dimple dies that Stan made - useful for dimpling the tight spaces in the wing spar aft .of the fuel tanks. Randall Henderson 503-297-5045.

Joggle tool. Rion Bourgeois. 646-8763

PropTach (optical electronic tach, use to calibrate your tachometer) - Butch Walters had it last - 360-636-2483

Engine Stand -- Don Wentz 503-696-7185

Engine Hoist. Norm Rainey

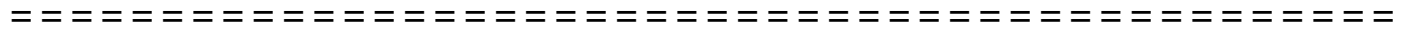
Aileron bracket locator tool. Adjustable aileron push-pull tube (for measuring the exact length to cut the real ones). Randall Henderson 503-297-5045

Precision chemical scale, for measuring pro-seal. Brent Anderson, 646-6380. Surveyor's transit

level - handy way to level wing and fuselage jigs. Bill Kenny, 590-801 1

Back Riveting Contraption - large, counterweighted bucking bar and suspension system, and offset back rivet sets. (See "Back Riveting Wing Skins, December 1994 issue). Bob Neuner 771-6361

Lead crucible with electric heating element for melting lead for the elevator counterweights. Doug Stenger, 324-6993 Table saw taper jig, for tapering wing spar flange strips. Carl Weston 649-8830.



**FOR SALE/ RENT** Ads are FREE.

RV-6 kit. \$8,000 Complete. Also an RV-6A Conversion kit that has been started - other extra's included. Harmon Lange. 503-397-1478. 3/97

ATS Hand Rivet Squeezer, 2" deep swivel head yoke. Model 5011-1. \$75. Bill 503-829-2856 after 6pm. 3/97 RV-6 with Lycoming O-320, 160 hp. \$49,000. Farn Reed. 541-471-6289. 2/97

Lycoming O-320 A2B. 150 hp. 1400 hrs on first run. Salvaged from takeoff accident in BD-4. Prop struck mud at low power...crank runout dials okay. Rear carb model not suitable for RV-6A. \$6500. Russ. 503-606-0342.2/97

Two David Clark H10-30 headsets with soft covers. Used approximately 4 hours. \$130 each. Craig Gee. 360-887-0823. 2/97

RV-6 Fuselage jig - 2 planes built on it. \$225. Steve Householder. 503-297-8760 days, 503-662-3697 eve. 1/97

Encounter with Impala has re-arranged priorities! RV-8 Empennage, finished. Buyer mounts weights and installs fiberglass. Get a head start on a great airplane. Ken Scott. 503-646-5117 days, 503-645-1594 evenings. 12/96

25 AH Gel Cell Batteries (used) - Free for the asking. Gary Dunfee. 631-7262. 11/96

Duckworks Landing Lights. Retro-fittable, light, easy installation. Kits start at \$69 (discount for Ptl'd RVators). Don Wentz, 503-696-7185 for info.

**"Home Wing" Newsletter Subscription/Renewal**

Please fill out and mail to **Jerald & Kathy Hall, 32034 J.P. West Rd., Scappoose, OR 97056-2600**, along with \$10 for renewals or new subscriptions. Please make checks payable to Kathy Hall. If you are renewing, you only need to give your name, date, payment method, and any other information that has changed. Use this form for address changes too.

Name \_\_\_\_\_ Spouse's Name \_\_\_\_\_

Address \_\_\_\_\_ Home Phone \_\_\_\_\_

City, State, Zip \_\_\_\_\_ Work Phone \_\_\_\_\_

Pmt (\$10/yr) Check \_ Cash \_ Info change only \_ E-mail Address. \_\_\_\_\_

Project (RV-3, 4, 6, 6A, 8) \_\_\_\_\_ Comments? \_\_\_\_\_

Progress: \_\_\_\_\_

Tail In Progress \_ Finished \_ \_\_\_\_\_

Wings In Progress \_ Finished \_ \_\_\_\_\_

Fuselage In Progress \_ Finished \_ \_\_\_\_\_

Finish In Progress \_ Finished (i.e. flying) \_ \_\_\_\_\_