



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

OCTOBER MEETING

The October meeting was held at Jerry and Judy Van Grunsven's home out on Olinger airstrip. We were able to see Stan Van Grunsven's paint job and hear his experiences with the club's HVLP sprayer and the neighbor's dust falling from the sky. Despite all his problems of painting outside, etc, he has a very beautiful paint job.

MEETING NOTICE - Frank Justice, Meeting Coordinator (503)
590-3991 Frank_K_Justice@ccm.ssd.intel.com

Place; Frank Justice & Bill Benedict's Hangar
Twin Oaks Airpark

Date: November 13th (2nd Thurs. of the month)

Time: 7:00 pm

Brian Moentenich described the process of getting his airworthiness certificate, etc, and how Kevin Lane learned from his experiences. We had a huge turnout...one of the biggest meetings yet.

Frank (RV-6A) and Bill (RV-4?) are hosting the November meeting out at Twin Oaks Airpark. They'll be showing their completed airplanes. Bill just finished modifying his cooling system and adding fuel injections. Frank has built his plane strictly by the book - out of the factory.

Special thanks to Judy for all the delicious Halloween treats and hot apple cider.

Most of you know how to get there, but for those unfamiliar with the area...

EVENTS CALENDAR

From Beaverton, take Farmington Road to River Road (at the Twin Oaks Tavern). Turn left onto River Road. Proceed 1 1/2 miles to Twin Oaks Airpark (on the right-hand side).

Columbia Cascade Chapter 99's Monthly Meeting

Thursday, November 13th, 7:00 pm at Pearson Air Museum in Vancouver, WA. Call Bette Jackson for details. 503-647-2646.

From Hillsboro, take TV Highway to River Road (near where TV turns into 10th). Take River road South about 4 miles to Twin Oaks Airpark (on the right-hand side).

EAA Chapter 105 Monthly Meeting

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

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. If you are paid up but the date doesn't reflect this, please give the Editors a call so they can correct it.

EAA Chapter 105 "Breakfast at the Aileron Cafe"

Saturday, December 6th (first Saturday of every month) at Twin Oaks Airpark, 8:00 am.

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FROM THE "BIG MESS"

by Kathy Hall, Co-Editor

Hello everyone! I have to type fast, the baby just woke up and will be begging for breakfast soon...

Coming up this weekend is the Oregon Air Fair. We haven't been to one yet, but it sounds like a wonderful event. We saw a video about it once. Inside are copies of the flyers we've received about it. Ladies. ..note at the bottom of the page titled, "Oregon Air Fair Updates," - there's an all day Flying Companion Seminar that sounds very comprehensive and informative.

On the homefront, Jerald is building his seat for the airplane (I heard, "I'm building my seat" about 20 times yesterday, so apparently this is quite a milestone?!?) We were able to get the wings back off (thanks Don Wentz) and turn the fuselage rightside up. THEN. ...we got to climb in the cockpit and sit in it!!!!!! That I can agree was a very momentous milestone. I wish the pictures were developed so I could print them for you...

THE RV-BUILDER'S CHRISTMAS LIST

Just cut it out, fill in the blanks, then stick it on the refrigerator... adding the price is NOT optional.

Description Price

RV Kit

RV Engine

Tools

continue on additional paper...

Instruments

continue on additional paper...

Mag. Subscriptions

continue on additional paper...

Anything in the Avery Catalog (place on kitchen counter)

Anything in the Spruce Catalog (place on Avery catalog)

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MY RECENT TRIP TO RED'S WALLOW HORSE RANCH

by Randall Henderson

Well we didn't take an RV, but Rion and Dave Lowry and I took Dave's 182 to Red's Wallowa Horse Ranch, and camped overnight, then went to the Alvord Desert and checked out their ultralight fly-in on Sunday. It was a blast! My only disappointment was that no RVs showed up either place, at least while we were there.

I hope the RVers aren't staying out of Reds for fear of rocks, etc. Yes there are some larger rocks on the runway but it's not nearly as bad as Flying-M - mostly grass and pea-gravel. (That one that took out my belly strobe last time was a bit of a fluke I think.) Still, if you're going into Reds you should first get the lowdown on it from one of the old mountain flying types. Contrary to popular belief, Red's is NOT closed. It is true the lodge has been taken over by the Forest Service and you can't stay in the cabins there any more. But Minam Lodge, which is a short walk from Reds, (and with their own airstrip) is still open, has cabins, serves food, etc.

Dave Cheney out of Walla Walla organized this work party that was going on. We brought our shovels and had a great time (really!) helping dig out several hundred feet of drainage ditch on both sides of the runway so that it will be less likely to flood in the future. This place is really incredible, but it remains in existence solely through the work of volunteers, so the next time you see a call to help out, please try to do so!

The Alvord desert was pretty neat too. I'm not all that interested in ultralights, but it was fun to go down and land on the dry lake bed - it's just like they said - pick a spot on the 6 mile wide, 11 mile long dry lake, turn into the wind, and land! A lot like landing in a seaplane.

On our way back we landed at Pendleton for fuel, and found we had stumbled into the local EAA chapter fly-in. There were several homebuilts there including one RV (the Powersport RV-4), a bunch of RC airplanes, and glider rides, etc.

Good weekend, even if it was in a spam can.

Randall

THE TOOLAHOLIC*by Randall Henderson***Pneumatic Squeezer**

I guess it was just a matter of time before I got around to discussing this one. This is one "optional" tool that I will agree is not really a must-have, but it sure is nice. I'm talking about the "C yoke" type pneumatic squeezers, Chicago Pneumatic #214 or "clones", as opposed to the "alligator", or pivoting yoke type, which are not as useful to the typical RV builder. This is another spendy tool, but I don't regret forking it out for this one. Just think for a moment about all those holes in all those wing ribs and fuselage bulkheads that will have to be dimpled. There are over a thousand holes in the wings alone that can be dimpled with a squeezer, and many of them riveted with one as well. Then you have the aft edges and ends of the control surfaces, the tops of the longerons, the empennage skeleton and skin edges, all of which can be dimpled or riveted or both, with a squeezer. Another nice thing about this tool is that, for smaller parts anyway, you can hold the squeezer in one hand, which leaves the other hand free to hold the part, so you can just pick the thing up and squeeze away without hassling with clamping parts in vices or to tables, etc. Its surprising how much easier and less time-consuming it is to be able to do it this way.

I also like the set it/forget-it aspect - you adjust the dies to the depth you want, and then just go on down the row. I have a screw adjustable set holder which makes this even easier (more on that below), but even if you use washers under the dies for this, once you have set it for the proper depth, dimpling or riveting a row along an edge can be accomplished in no time. And there's also a quality factor. Bent over rivets and poor dimples are much less likely with the pneumatic. More time saved not having to drill out rivets. But be careful - you can ruin a skin (on your plane or your finger) if you accidentally hit the trigger when the thing isn't yet in place. So what about yokes? A lot of people like the deeper throat (~4") yokes, but I prefer the shorter (2" or 2 1/2") one, mainly because the smaller size means I run into fewer situations where it won't fit. And the tight-fit situations are the ones where it is most likely to be difficult to use an alternate method, such as a rivet gun.

So you've got this squeezer, but you still haven't managed to blow all of that rich uncle's inheritance money? Well, have I got a deal for you! The first option that I'd recommend would be an adjustable set holder. I don't know why they don't come standard with these (especially at the price they want for them). Without it

you have to add washers under the dies to get the proper depth. Avery sells these (pg 41 of the current catalog), and USATCO makes one but it is made specifically for their squeezer and won't work on other brands without modification. And next on the agenda, more yokes. These are expensive (surprise!) so you'll want to choose carefully if you are only going to get one or two. The first extra one I'd choose would be the no hole thin-nose yoke. The reason being that it can squeeze rivets when no other method will do (or not easily anyway). (This applies whether you have a hand squeezer or a pneumatic of course.)

Next up, the offset nose, or "longeron" yoke. This yoke will let you get in where there is a flange or some other obstruction on both sides, although it is rarely (if ever) going to be the only way to set the rivet. Same thing goes for the deeper throat yokes. They are nice in that they enable you to use the squeezer in areas farther from the edge, but in general if you can get to the hole with one of these, you can also get to it with a gun or the Avery arbor, so all it's really saving you is a little time and effort.

Don't go thinking you're going to be able to squeeze your wing spar rivets with one of these, however. For that you need one of the BIG ones, like the CP351. Van's has a big one that they will rent out, or you can just use a hammer and Avery arbor, which works just fine. There are some "group property" pneumatic squeezer yokes, adjustable set holders, and dimple dies floating around the group. If you have any of these that you don't really need any more, be sure to bring it to a meeting so you can pass it on to someone else. And of course, if you opt for a hand squeezer, be sure to get the one that Avery makes. It uses the same yokes as the CP214 style pneumatics, so if you ever upgrade you won't have to have two sets of yokes.

You can get high quality new pneumatic squeezers from:

- Avery Tools, 800-652-8379 averytools@aol.com
- Cleveland, 800-368-1822 www.clevelandtool.com

Or for used, try:

- Harry Paine, 805-481-2524 Hpair@thegrid.net.
- Airparts, Inc. (913) 831-1780
- The Yard 1-800-888-8991
- Texas Air Tool, 210 675-6568
- US Airtool international (USATCO) 1-800-521-4800
- Brown Aviation Tool Supply Co. 1-800-587-3883
BrownTool@aol.com (new and used)
- Trade-a-plane, fly markets, etc.

SEL#NM-09-FS-71

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AVIATION SAFETY PROGRAM

OREGON CONVENTION CENTER
777 N.E. MARTIN LUTHER KING BOULEVARD
PORTLAND, OREGON

PROGRAM

NOVEMBER 15,16, 1997
OREGON AIR FAIR 97

THE GREATEST INDOOR AIR-SHOW ON EARTH

THE NOTRHWEST AVIATION ASSOCIATION PRESENTS "OREGON AIR FAIR 97" IN A CONTIUNING EFFORT TO IMPROVE AVIATON SAFETY, PROMOTE AVIATION EDUCATION, AND TO PROVIDE AN EDUCATIONAL FORUM TO PRESENT AND DEMONSTRATE DEVELOPMENTS IN THE AVIATION INDUSTRY.

THE OREGON AIR FAIR IS DESIGNED TO BE BOTH EDUCATIONAL AND ENTERTAINING, WITH FEATURES AND EVENTS DESIGNED TO ATTRACT ANYONE WITH AN INTEREST IN AVIATION.

SPECIAL FEATURES

AOPA AIR SAFETY FOUNDATION
YOUTH EDUCATION CENTER
EXHIBITS AND DISPLAYS PILOT AND
MAINTENANCE SEMINARS

SPECIAL SPEAKERS

SCOTT CROSSFIELD

X-15 TEST PILOT

ROD MACHADO

AVIATION HUMORIST

ROBERT MORGAN

CAPTAIN OF THE MEMPHIS BELL

JOHN AND JOYCE PROCTER

AVIATION ADVENTURISTS

FOR INFORMATION CONTACT

NORTHWEST AVIATION ASOCIATION 1-800-547-6922
FEDERAL AVIATION ADMINISTRATION 1-800-847-3806

OREGON AIR FAIR UP-DATES

FAA REGIONAL ADMINISTRATOR'S LISTENING SESSION SCHEDULED FOR OREGON AIR FAIR 97

FAA's Northwest Mountain Regional Administrator, Lawrence B. Adriesen, will be hosting a panel of Federal and State listeners with an ear for any problems that our local aviation industry might have. The panel will attempt to answer any and all questions posed by the local aviators and businesses. The panel will be made up of representatives of the Oregon and Washington State Aeronautics Division, FAA Manufacturing, FAA Airports, etal. Administrator Andriesen is very interested in public input so that the focus of FAA Regional efforts is directed where it is most needed. The Listening Session is scheduled for Saturday evening, **November 15th at 7:00 PM** in the 2,000 seat "Hangar Theater" of the Oregon Convention Center. The Northwest Aviation Association will host the event in conjunction with the "Oregon Air Fair". For additional information, check out the Portland FSDO Home Page at:
<http://www.tc.faa.gov/NW/fltstds/pdxfsdo/homepage.htm>

Columbia Cascade 99s present **FLYING COMPANION SEMINAR**

COLUMBIA CASCADE 99s FLYING COMPANION SEMINAR *'Explaining the Mysteries of Flight for Non-Pilots'*

Topics include: Apprehension of flying, radio communications, navigation and chart reading, aircraft controls, airport procedures

At the Oregon Air Fair Oregon Convention Center
November 15, 1997 9:00 am to 4:00pm Cost: \$25.00

NAME

PHONE:

ADDRESS

CITY

STATE

ZIP

Mail this registration form and check to:

or call (360) 414-0873 Serena Townsend
(503) 647-2646 Bette Jackson

Columbia Cascade 99s
c/o Bette Jackson
9615 NW Beach Q.
Hillsboro, OR 97124

WANTED *Ads are FREE*

Set of RV-3 plans. David Ohnsager expat@premier1 .net

Glstar Builder looking to purchase Sheet Metal Tools. Gary Clay 503-653-6897. 10/97

Desperately seeking workspace for RV project. Please call Don Wert at 503-295-6455. 8/97

THE TOOL EXCHANGE

The club 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: HVLP Paint Sprayer, 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 gapper, high voltage cable tester, and Plug vibrator cleaner). Brent Ohlgren 288-8197.

Packaging for a Lycoming Engine - cast styrofoam case and shipping stand. Ken Scott 503-648-1 594.

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. WHO HAS THIS? Call Brent Ohlgren 288-8197.

Joggle tool. Rion Bourgeois 646-8763.

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

Engine Stand. Don Wentz 503-696-7185.

Engine Hoist. Norm Rainey 360-256-6192.

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.

For Sale: Two new military surplus stick grips. Real military grips with all the cool buttons, triggers, etc. No coolie hat, but could be added. \$50 ea. Randall Henderson (503) 297-5045 1 1/97

IO-360 200hp OSMOH out of Mooney. Includes new pistons, rings, valves, oil pump gears and housing, bearings, fuel pump and f.i. \$17,900 or make offer. This engine is overhauled by Premier in Troutdale. Jim (503-637-6621 or jheadric@aol.com) 11/97

FYI. Prop inc is having a 30% off summer sale on all RV series propellers. Sale price only \$675. For more info call 541-265-3032. Whirl Wind Propellers Corp. 8/97

New MA-4-5 carburetor, Model A1 0-3878, removed from new Lye O-360, \$600. New engine driven fuel pump, Model LW 15472, 4-6 psi, \$80. Dan Benua 503-297-4045. 8/97

Van's Air Force Apparel, Home Wing member discount. Limited edition VAF hats, gray crown with black bill. Four color 100% embroidered jacket patches. Van's Air Force jackets, MA-1 style black w/red liner, VAF patches on shoulder and breast, pencil pocket, optional name patch. Randall Henderson (503) 297-5045, or catch me at a meeting.

Duckworks Landing Lights. Retro-fittable, light, easy installation. Kits start at \$69 (discount for PtlD RVators). Don Wentz 503-696-71 85.

"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	<input type="checkbox"/>	Finished	<input type="checkbox"/>
Wings	In Progress	<input type="checkbox"/>	Finished	<input type="checkbox"/>
Fuselage	In Progress	<input type="checkbox"/>	Finished	<input type="checkbox"/>
Finish	In Progress	<input type="checkbox"/>	Finished (i.e. flying)	<input type="checkbox"/>