

# HOME WING



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

APRIL 1998  
Issue 98.4

## Editor's Hangar

Well, here it is... my first issue as your new newsletter editor. I've gotta tell ya, this seems like an awesome responsibility. Being a newbie builder amidst all you experienced types is both awesome and intimidating at the same time. I'll try to be worthy.

Let me begin by giving you some insight into my motivation for doing this, I really have two reasons. First, like many of you I've been involved in this sort of organization before. Simply put, they never go anywhere unless people get involved and make a contribution of some sort. We all must make our contribution in some way so I thought I'd step up here and make mine. My second reason is somewhat more selfish — to accelerate my learning curve. I figure that by doing this newsletter I'll be get to know you all a bit and be better able to tap into that vast pool of experience lurking out there.

Not sure what got each of you into this airplane building thing, but this was not a commitment I made lightly. I approached it as almost a lifestyle choice knowing that most of my weekend and evening time for several years would now be spent building, tweaking, and flying rather than anything else I might do (I've always found golf boring, know what I mean?). The fact that there is such an active support network around Van's Aircraft was a fairly significant factor in my decision of not only which airplane to build, but whether to build at all.

I started preparing for my RV-8 project last October; figuring out which tools to buy, attending the AirCrafter's weekend class, and buying my jig and primer materials (primers, now there's something no one has an opinion on!). My empennage kit arrived mid-October but I didn't want to start building until I was ready. That day finally came with Thanksgiving Day. After all, wouldn't you rather be building your RV than hanging out with the relatives? It's now mid-March and my empennage is done, with the exception of the fiberglass tips and building a second trim tab. Both wings have the basic spars/ribs assembled and I'm just about to put them on the jigs. I'm not sure if I'm going slower than "normal" but it doesn't really matter. We all have to manage our jobs, families, and other commitments around it. Heck, I'm not complaining, I am truly enjoying the building

experience. Having sold my Cessna 150 a little earlier than planned, I find I'm actually more anxious to spend my time building than renting an airplane and blowing the time and money. Funny how focused one gets.

So let's come back to this newsletter. As your new editor I feel a sense of responsibility to steer it in a direction you collectively want it to go. That's why I've included a questionnaire in this issue. I have two objectives here; make sure that I have the correct information about you in our members database, and find out what you want contained in these pages. Please take the time to fill it out and send it back to me. In a future issue I'll see if I can summarize the results. Before I stop pontificating let me relay some of the ideas I have for the future; a column by builders already flying titled "What I would have done differently", a column by newbies for newbies with tips and lessons learned aimed at the newer pre-fuselage builder (Jon Elford has volunteered to take the lead here), and a column from the people who keep inspiring us non-flying builders... those already flying, on specific flying impressions and experiences. Sound ok? Please give me your comments either in the attached member survey or by dropping me an e-mail at [rlervold@compuserve.com](mailto:rlervold@compuserve.com).

Need articles! Before signing off let me make one last plea... c'mon folks, I need your contributions. If I don't get any articles I will be forced to talk for hours here, but that's not going to hold anyone's interest, just ask my wife.

Good building!

...Randy Lervold

Ok, time for a little flutter testing...

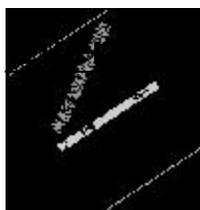
## Meeting Review

### February meeting recap

The March meeting was held Thursday, March 12th at Harmon Lange's shop. For those of you who didn't know (I didn't) Harmon is the supplier of landing gear and other parts to Van's Aircraft and is presently building an RV-6A quickbuild. His wife already has the color scheme picked out but she isn't telling anyone what it is. It has to go with the turquoise interior however. Following were the topics covered:

- Jerald Hall ran the meeting, introduced new members, and announced that yours truly was taking over the newsletter.

- Mike Wilson show the group a seat belt/harness setup from a new supplier.
- Harmon Lange show the group his single most time-saving tool; a Scotchbrite belt for his bench sander. Not sure where he got it, he just said "from one of those catalogs I had laying around". Thanks Harmon, that helps.
- Don Wentz discussed the plan to have this year's fly-in on Saturday, June 20th. doesn't sound locked in stone however due to the possibility of rain. I think we'll need to wait for further direction from him on this.
- Don Wentz expressed a preference to have the newsletter published electronically. I suggested this could best be done by using Adobe's Acrobat file format (.pdf file format). Please see question in the survey on this.



## Calendar

### Meeting coordinator:

Frank Justice, 503-590-3991,  
frank\_k\_justice@ccm.ssd.intel.com.

### MONTHLY MEETING:

Second Thursday of every month at various locations, 7:00 pm.

**This month: 4/9/98**

The April meeting will be held at Van's Aircraft prototype shop. The RV-8A and the RV-9 prototypes should be available for your perusal.

**Driving directions** - From Hiway 26 east or west, use Exit 57 (Glencoe Rd.). Proceed south one block, turn right on Beach. Proceed a block and a half and turn right on 316th Place. Go to the end of the street, the shop is on the left at the end of the road.



### EAA CHAPTER 105 Pancake Breakfast:

First Saturday of every month at Twin Oaks Airpark, 8:00 am, \$4.00

**This month: 4/4/98**

### EAA CHAPTER 105 Monthly Meeting:

Third Thursday of every month at the EAA 105 hangar/clubhouse, Twin Oaks Airpark, 7:00 pm

**This month: 4/16/98**

## The Tool Exchange

The Home Wing owns a selection of tools for use by its members. The Toolmeister is Brent Ohlgren, 503-288-8197. Call either Brent or the member who has the tools to arrange use. Please remember to ALWAYS let Brent know where these tools are.

Item
HVLP paint sprayer
Hole template for instrument panel
Wire crimping tool & die
Brake lining rivet set
Tune-up & annual kit (compression checker, mag timing light, timing dial, mag adjustment tool, plug gapper, high voltage cable tester, and plug

Other benevolent members also have tools they may be willing to loan. Let the editor 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.

Item	Owner / Lender	Phone / e-mail
Custom cutting wheel mandrel (for cutting your canopy)	Stan VanGrunsven	
Prop tach (calibrate your tach)	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	503-646-6380
Surveyor's transit level (handy way to level wing and fuselage jigs)	Bill Kenny	503-590-8011
Back riveting contraption (large, counterweighted bucking bar and suspension system and offset back rivet sets)	Bob Neuner	503-771-6361
Lead crucible (for melting lead for elevator counterweights)	Doug Stenger	503-324-6993
Table saw taper jib (for tapering wing spar flange strips)	Carl Weston	503-649-8830

### It's Annual time again!

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by *Don Wentz*

As usual, I've goofed-off the winter months and as the sun comes-out and the days get warm (some of them anyway), I realize times a-wastin and my ambition suddenly returns. Actually, it's not all laziness, I have managed to go skiing with the kids quite a few days, I did some work on my little car including swapping-out the differential for a Limited Slip version. As hoped, this did improve my times at the racetrack. I've discovered 'Track Days', where car clubs rent the road course and you can go practice your driving all day for a nominal fee. Tons of fun!

But, back to the plane. This year, in addition to the usual annual stuff, I've decided that the air filter housing I put on last year wasn't good enough, but it did prove the concept, so I made a new one. I needed a shape similar to a wine bottle (only thicker of course), so I decided I'd try to make a foam mold. I started with a 2x2 piece of wood, made a long skinny box, then fixed the wood down the center of the box. I poured-in expando foam and after it cured, I made a lathe by clamping a drill in a vise, drilling into one end of the wood, then supporting the other end with a 2x6 and a long screw thru it.

The piece was then suspended and I could vary the speed of the drill. It actually worked very well. I used a large screwdriver that I steadied with a broom handle, and turned the foam down to the shape I wanted. Some final shaping and smoothing with a sanding board and it was ready for many coats of bondo that formed the smooth surface that I could apply mold release to and then glass. Because of the shape, once I got the piece molded, I couldn't get it off! So I had to slit it with a razor knife after which it came off easily and a quick patch on the slit finished it. The cap for one end was a little tougher, needing to be cut apart and rebuilt to fit the trimmed down size of the final part, but overall the finished parts came-out good and I expect to get many of good years of service out of them.

It sounds really easy based-on that account. Not totally so. It took 2 weeks of evenings to get the parts completed, with the usual stink and itching of working with glass, but the final result seems worth the effort. I used vinylester resin and 5 oz cloth, all of the materials purchased at TAP Plastics. If the pictures turn-out I'll submit them for the next newsletter.

In addition I'm fixing a crack in the bottom cowl, I re-did the induction air intake to make the hole larger and match the new filter housing. I also had to sand-off the gel coat at the cooling air intakes as it was cracking all over the place. I would highly recommend that anyone using the std cowls sand the gel coat out of the corners next to the prop, to prevent this cracking after you've painted the cowl. Now I need to repaint it and it will be done.

The last modification this year is a Hartzell Constant Speed prop. Yes, I'm finally going to go for it. You see, when I was bulding the plane, I just got tired of spending money, so I opted for a wood prop, at about 1/5 the cost of a C/S. I

also figured the wood prop would be easier to use (I had all of 130 hrs total time as a pilot) and if the unthinkable happened and I had a ground accident, the wood prop wouldn't hurt the engine. After 3 years and 500 hrs I decided I was a better pilot and I could stomach the price of the prop. I'm actually getting a rebuilt prop and governor for about \$3900. I've about finished installing the control cable and other ancilliary parts. Now for a new weight and balance, a test period, and I'm back to the skies!

...*The Duck*

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### JLD AirCraft Tools

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*submitted by Randall Henderson*

My name is John L Danielson and I would like to take this time to introduce you to JLD AirCraft Tools. JLD AirCraft Tools is a small startup mail-order company located in Burnsville, MN and is dedicated to providing quality new and pre-owned specialty tools used in the construction of experimental aircraft. JLD AirCraft Tools provides the builder of experimental aircraft a shopping source for tools required during the construction process of aluminum kit and plan built aircraft JLD AirCraft Tools intends to target the builder of kits produced by Vans AirCraft, Inc., the Glasstar produced by Stoddard-Hamilton, Zenair line of AirCraft and plan built AirCraft such as the Thorp T-18 and S-18, and the Mustang II to name just a few, but our main focus is on RV Aircraft. I myself am an RV-6A builder.

A list of some of the tools offered by JLD AirCraft Tools is shown below. A sampling of these tools include assorted pneumatic drills, pneumatic rivet guns, pneumatic rivet squeezers, counter sink cages, countersink cutters and various de-burring tools, clecos, cleco clamps, and drill bits. JLD AirCraft Tools is setting itself apart from other companies in that we will be offering quality pre-owned tools when they are available. Quality pneumatic drills, pneumatic rivet guns and pneumatic rivet squeezers can be priced out of the reach of most aircraft builders. RV builders are trying to save money not invest large sums on the purchase of tools to build one aircraft.

As an example a quality new Souix Pneumatic 1/4" or 3/8" drill can cost between \$250.00 and \$300.00, a Cleco brand pneumatic rivet gun can run \$250.00 to \$350.00 new, and a Chicago Pneumatic brand rivet squeezer can run \$850.00 to \$1000.00. JLD AirCraft Tools can sell a quality pre-owned tool as described above for far less than what a new tool will sell for. An example would be a Chicago Pneumatic Rivet Squeezer which retails for \$899.00, JLD AirCraft Tools can provide a serviceable tools to builders for \$250.00 to \$350.00.

As one can see, JLD AirCraft Tools can provide quality pre-owned tools to its customers at a substantial savings. The tools sold are in serviceable condition. These tools may not be suitable for production line assembly work but are more

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# Home Wing

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...continued

than adequate for the minimal use by builders constructing one or two aircraft.

JLD AirCraft Tools also has tools for rent, such as a 5X Rivet Gun (\$25.00 per 2 weeks), Large Pneumatic Squeezer (\$40.00 for 2 weeks), both for doing wing spars. I also will rent the small #214 Type Pneumatic Rivet Squeezer (general purpose) for (\$30.00 per 2 weeks). This gives the builder a chance to try before you buy. All rental payments will go toward the purchase of these tools.

Another consideration is to shipping costs. If you live in the Minneapolis area JLD AirCraft Tools will deliver your order personally to your door.

JLD Aircraft Tools 1  
3020 Welcome Lane  
Burnsville, MN 55337  
1-612-808-9718 Fax:  
1-612-808-9718  
E-mail : Jdaniel343@aol.co

## PNEUMATIC TOOLS

2x or 3x Taylor Rivet Gun (new) \$165.00  
1X or 2X Rivet Gun (used ) \$75.00  
3X Rivet Gun (used ) \$110.00  
5X Rivet Gun (used ) \$115.00  
1/4" Nova Drill 1.25lbs. (2800 rpm) \$120.00  
1/4" Drill (used ) \$75.00  
1/4" Taylor Mini Palm Drill 1.25 lbs. \$100.00  
3/8" Taylor Drill (new ) \$60.00  
1/4" Taylor Die Grinder (new ) \$50.00  
1/4" Taylor 90 deg. Die Grinder \$80.00

## USED PNEUMATIC RIVET SQUEEZERS

#214 Type w/yoke \$275.00  
#351 Type w/yoke \$300.00

## RIVET SETS

	New	Used
3" Straight or Offset	\$7.50	\$3.50
5" Straight or Offset	\$10.00	\$5.00
7" Straight or Offset	\$10.00	\$5.00
Flush Set w/Rubber Guard	\$11.00	
Squeeze Set (#40,#30,#21,#10,1/4" & Flush )		\$21.00

## CLECO AND CLECO TOOLS

Cleco Pliers \$5.00  
Clecoc #40, #30, #21, #10 & 1/4" (new per. Doz ) \$4.80  
Clecoc #40, #30, #21, #10 & 1/4" (used per. Doz ) \$3.80  
Side Clamp Cleco's (1 inch) \$2.00 ea.

## DRILLING TOOLS

Drill Stop Set (#40, #30, #21, #10 & 1/4") \$8.00  
Drill Stops Individual (#40, #30, #21, #10 & 1/4") \$2.00  
Piloted Countersinks (#40, #30, #21, #10 & 1/4") \$14.50  
Piloted Countersinks (above sizes - used ) \$2.00  
Micro-Stop Countersink Cage w/Nylon Foot \$23.00  
Heavy Duty Micro-Stop Countersink Cage \$41.00

Stop Countersink Cage wo/Nylon Foot \$20.00

DRILL BITS JOBBER LENGTH NATIONAL  
AEROSPACE STD. 907 TYPE J COBALT - 135 DEG.  
SPLIT POINT

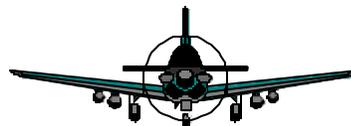
#41	\$1.00
#40	\$1.00
#30	\$1.15
#21	\$1.20
#10	\$1.50
3/16"	\$1.40 .
1/4 "	\$1.85

All Sizes Available - Please Call For Pricing

6" AND 12" TYPE J COBALT - 135 DEG. SPLIT POINT

	6"	12"
#40	\$2.00	\$ 5.00
#30	\$2.10	\$ 5.00
#21	\$2.50	\$ 5.00
#10	\$2.75	\$ 5.60
3/16"	\$2.50	\$ 5.00 .
1/4"	\$3.00	\$ 6.00

All items are sold with the understanding that the end user shall determine suitability of the product for his or her intended use and assume all risk and liability in connection with that use. Pricing in this list is good for 30 days, availability will be determined at time of order. Please E-mail Jdaniel343@aol.com for a Free Brochure.



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## Next month...

### Coming attractions!

There are a couple of things I'd like to add for next month. First, I just purchased the Panel Planner software package. I thought many of you might like a "review" of this interesting bit of code. I'll attempt to both review the software and also give you a look at my RV-8 panel plan which should pose an interesting bit of file conversion magic. So why did I buy this package when I'm just starting on my wings? Ya gotta start sometime, surely you can relate.

Second, I'll try to put together a "Tech Tips" column with simple tech tips gleaned both from our members and the RV List. If you don't have time to write an article how about at least firing me off an e-mail or snail mail note with your tip. I'm going to beg some others who are active on the RV List to grab good tips that appear on the List (Jon Elford, I've got you in mind here buddy).

This month has been a real time-intensive effort just getting this thing up and running. Bear with me, I think we can get better.

...Randy

## Aviation humor...

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This was taken from the maintenance log on Doug Rozenhalls Super RV and attended to by his Crew...

- Problem: "Left inside main tire almost needs replacement."  
Solution: "Almost replaced left inside main tire."
- Problem: "Test flight OK, except autoland very rough."  
Solution: "Autoland not installed on this aircraft."
- Problem #1: "#2 Propeller seeping prop fluid."  
Solution #1: "#2 Propeller seepage normal." Next night:
- Problem #2: "#1, #3, and #4 propellers lack normal seepage."  
Problem: "The autopilot doesn't."  
Signed off: "IT DOES NOW."
- Problem: "Something loose in cockpit."  
Solution: "Something tightened in cockpit."
- Problem: "Evidence of hydraulic leak on right main landing gear."  
Solution: "Evidence removed."
- Problem: "DME volume unbelievably loud."  
Solution: "Volume set to more believable level."
- Problem: "Dead bugs on windshield."  
Solution: "Live bugs on order."
- Problem: "Autopilot in altitude hold mode produces a 200 fpm descent."  
Solution: "Cannot reproduce problem on ground."
- Problem: "IFF inoperative."  
Solution: "IFF inoperative in OFF mode."
- Problem: "Friction locks cause throttle levers to stick."  
Solution: "That's what they're there for."
- Problem: "Number three engine missing."  
Solution: "Engine found on right wing after brief search."

### ***Stories from Flight Attendants..... apologizing for rough transport.***

Upon landing hard, the pilot gets on the PA system, "Sorry folks for the hard landing. It wasn't the pilot's fault, and it wasn't the plane's fault. It was the asphalt."

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, give a smile, and a "Thanks for flying XYZ airline." He said that in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for this little old lady walking with a cane. She said, "Sonny, mind if I ask you a question?" "Why no M'am," said the pilot, "what is it?" The little old lady said, "Did we land or were we shot down?"

From a disgruntled Southwest Airlines employee....  
"Welcome aboard Southwest Airlines. If you don't know how to use your seatbelt, you probably shouldn't be out in public unsupervised. In the event of a sudden loss of cabin pressure, oxygen masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with two small children, decide now which one you love more. Weather at our destination is 50 degrees with some broken clouds, but they'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines.

United Airlines PA: "Ladies and Gentlemen, as you are all now painfully aware, our Captain has landed in Seattle. From all of us at United Airlines we'd like to thank you for flying with us today and please be very careful as you open the overhead bins as you may be killed by falling luggage that shifted during our so called touch down."

Overheard on an American Airlines flight into Amarillo, Texas, on a particularly windy and bumpy day. During the final approach the Captain was really having to fight it. After an extremely hard landing, the Flight Attendant came on the PA and announced, "Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seatbelts fastened while the Captain taxis what's left of our airplane to the gate!"

Another flight Attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal." Overheard by a guy giving rides: "Sorry about the rough landing, but I'm practicing for a job at SAS. Next time I'll try to lose your luggage."

Landing: a controlled mid-air collision with a planet.



## Oregon RV List

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from Steve Kimura

(Note that the Oregon RV List is NOT the same thing as the RV List which is a very popular worldwide list run by Matt Dralle... ed.)

Hi,

The Oregon RV List email list experienced some major problems, and I've been working with the folks at DNC for months to get it back up and running.

The good news is that with a lot of work the list is up and working; the bad news is that the most recent list of subscribers we had was from July 1997, so many new subscribers are not here. Pass the word and let everyone know that if they haven't received this notice, they need to resubscribe to the list.

You should have received a confirmation email from being re-subscribed to the list. Please note that some of the list commands have changed.

To subscribe, send email to: [majordomo@dnc.net](mailto:majordomo@dnc.net) and in the body of the message: `subscribe oregon-rvlist`

The following addresses were no longer valid; if you know any of these people, please contact them and tell them to re-subscribe.

[bakerv4@cdsnet.net](mailto:bakerv4@cdsnet.net)  
[smaki@lmc.com](mailto:smaki@lmc.com)  
[mauser@mail.claris.com](mailto:mauser@mail.claris.com)  
[john.nelson@panic.rain.com](mailto:john.nelson@panic.rain.com)

I appologize for the disruption in service. DNC provides this service free to us, and to their credit, they went through a lot of trouble and expense to rebuild the lists. If you fee like sending a personal note to thank them, email: [whiteg@dnc.net](mailto:whiteg@dnc.net)

Steve Kimura [skimura@dnc.net](mailto:skimura@dnc.net)

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Welcome to the Oregon RV Builder's email list! As a member of the list, you can send email to "[oregon-rvlist@dnc.net](mailto:oregon-rvlist@dnc.net)", and everyone else on the list will be able to read and respond to your message.

This list was created to share information amongst the Oregon-area builders of Van's Aircraft kitplanes. The list should be used to share items of local interest.

Direct Net Communications of Albany will be providing the operation and set-up of the list free of charge (thanks, DNC!).

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](mailto:majordomo@matronics.com), and in the body of the message, type: `subscribe rv-list`

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Other local 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](mailto:opa@dnc.net))

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

For question regarding these lists contact Steve Kimura at [skimura@dnc.net](mailto:skimura@dnc.net), or (541) 715-8287.

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List Commands Available:

Send email to [majordomo@dnc.net](mailto:majordomo@dnc.net), and in the body of the message:

To get on the list: `subscribe oregon-rvlist`  
To get off the list: `unsubscribe oregon-rvlist`  
To see who's on our list: `who oregon-rvlist`  
To get a list of comands: `help`  
To get the latest list info: `info oregon-rvlist`  
To see which lists you're on: `which`



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## Subscriptions Due

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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 send the editor an e-mail.

Classifieds are free to Home Wing members. Ads will run for three months, send to editor via e-mail or mail. Renewals ok, just let editor know. Date at end of ad is last month ad scheduled to run.

## Classifieds.....

### FOR SALE

**New Leather seats for RV-6A** - Grey with vertical red center strip. Paid \$750, will sell for \$500, Robert Hoyt, 503-639-1953, 4/98

**RV-4 Kit** - Tail and wings finished, superb quality by A&P, \$8,000. Additional parts available. 503-648-1819 or 503-628-2003, 4/98

**Completed empennage** - Excellent workmanship, \$800 obo. Greg Halverson, 503-591-0105, 4/98

**Narco LRN-840 Loran** - Works perfectly. Includes tray, antenna, manual. Cheap navigation! Only \$200, Randy Lervold, 360-977-3702

**FYI** - Dave & Helen Patchett found a place in Arizona to buy really nice whole cow hides for doing upholstery. 6'x8', inside cut, several colors. \$110 per hide. Dave, 541-473-2785, 4/98

**Van's Air force Apparel** - Home Wing member discount, see at web site <http://www.edt/homewing.com>.

- 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. Purchase all from Randall Henderson, 503-297-5045 or catch him at a meeting.

**Duckworks Landing Lights** - Retro-fittable, light, easy installation. Kits start at \$69, discount for Home Wingers. Don Wentz, 503-696-7185

**RV6/6A Empennage** - Completed, excellent workmanship. Buld by Grand Champion winner. Primed & ready to install, \$1,000 o.b.o After 6:30 pm PST, John Hsu 541-752-4475 7/98

**RV-ATION BOOKSTORE** - 54+ books and videos specifically for the RV builder and pilot. Call or write for a FREE catalog: (970) 887-2207, PO Box 270, Tabernash, CO 80478. Or see our web page at [www.rvbookstore.com](http://www.rvbookstore.com) Featured item: 18 YEARS OF THE RV-ATOR is now available

### WANTED

**Leftover Pro Seal** - call Skip Dennis, 503-655-7226 4/98

**Wanted to purchase** - Good flying RV-6A, Ola Vestad, [viking@wolfenet.com](mailto:viking@wolfenet.com) 4/98

**Engine Wanted** - For RV-8 in progress, Bryan Stauter, [oasis@oio.net](mailto:oasis@oio.net) 4/98



## Home Wing Newsletter Subscription/Renewal

Please fill out 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 your 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: \_\_\_\_\_

Address: \_\_\_\_\_ Home phone: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_ Work phone: \_\_\_\_\_

Payment (\$10/yr.) E-mail: \_\_\_\_\_

Check

Cash

Info change only

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### Project:

RV-3

RV-4

RV6

RV-6A

RV-8

RV-8A

### Status:

Empennage

Wings

Fuselage

Finish kit

Flying

**Home Wing Newsletter**  
**Van's Air Force**  
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Photo: Don Wentz's RV-6 (foreground) and Dennis Jackson's RV-4, with the Wallowa mountains in the background. Photo Randall Henderson.

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