

HOME WING



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

AUGUST 1998
Issue 98.8

Editor's Hangar

The ideal lifestyle. Most of us would probably take about one nanosecond to conjure up an image of what that would be... unlimited money and time for unlimited airplanes and flying of course, why would you even ask! But would that really be it? Perhaps this is worth exploring further. I don't know about you, but in those idle moments when the mind drifts, I actually do fantasize about this occasionally (kind of embarrassing to admit). Don't know why, it doesn't do any good, but it does seem to be a good relief from whatever real-life stuff I'm grappling with.

Anyway, I think I now know what that would be for me. Many of you know I just went through a job change and had some extra time on my hands. At first I was so worried about finding another job I didn't work on the RV-8 at all. Then as time went on, and I started locking in on several possibilities, I started to relax and spend a little time on it. Then I found an opportunity right here in Vancouver, which meant I didn't have to move (hooray!), and I had an opportunity to live what I thought was my fantasy. When I accepted the new position I intentionally built in a bit of a delayed start — a full two weeks between signing the deal and starting work. Perfect, now I could live my fantasy — build full time!

I immediately cleared my mind of anything except building (now that I knew my family would have food) and from dawn til dusk was in the garage. In the back of my mind I thought if I was ultra-disciplined about it I could really blow through things and maybe even get my wings completely done and the basic fuselage structure complete. Well, I learned a few things from this experience. First off, you can't just keep building non-stop. For a new builder like me everything needs to be thought through or serious mistakes will result. Also, there are lots of decisions that need to be made, and to make quality decisions that I would be happy with for the life of the plane, quite a bit of research is required. This takes time, and it's not spent drilling or riveting in the garage.

Then there's the burn-out factor. As I got into the second week I actually started to get a bit tired of the thing. As this happened my motivation waned and I started slowing down — I wasn't forging ahead and actually completing various parts like I was at first.

So I guess what it boils down to is that, as with most things in life, I need balance. The good news is that having been through this whole experience I can now define my ideal lifestyle with much greater clarity. It would go something like this...

- I would not have unlimited money, rather an income perhaps double what I have right now. (don't want to be greedy!) This may shock you, but having millions in the bank is a real distraction and changes your life. I've known a couple of people who hit it big I can tell you it changed them in ways that I didn't think made them any happier. In fact I think they were decidedly less happy. Also, the millionaire lifestyle with the mansion and all the trimmings doesn't really appeal to me — I've seen this isolate people, then who would you enjoy flying with? Don't get me wrong though, the ability to stroll into Van's and write a check at will for a brand new motor is a must, and having the cash around to scoop up that abandoned project at a great price would be essential, so a certain level of affluence would be required.
- I would not have a conventional job. This takes too much time... keep reading.
- I would have a variety of activities. Aviation would take approximately half of my time (see below). I would then have a consulting job or something else going on to provide something else to focus on and make me feel like I'm accomplishing something.
- I would have a great hangar! A big one where probably six of my friends could keep their planes or projects. We'd need all the amenities... couch, coffee pot, microwave, bathroom, stereo system, computer with Internet connection, and spotless painted floor. Oh yea, heating and air conditioning too.
- Finally, I would have probably three or four planes or projects. Two of them would be flying and two of them in various stages of completion or restoration. I don't know exactly what planes they'd be, that'll take some more time. Darn, that will be tough.

So there you have it friends, Randy's ideal lifestyle. Summer is the time for daydreaming, something to fill those long hot summer afternoons with. Perhaps this is the time of year when you should define your own ideal lifestyle? Good daydreaming!

...Randy Lervold

RV Homecoming Information

(from Van's website)

The annual RV Homecoming Fly-In is scheduled for the Labor Day weekend again this year—Saturday Sept. 5th thru Monday Sept. 7th. An informal agenda is as follows:

- Arrivals: All day Saturday.
- Shop Tours: Saturday
- Evening Buffet: Saturday, 5 PM.
- Breakfast/lunch fly-outs: Sunday.
- Banquet: Sunday, 6PM.
- Hangar Flying, Swapping BS: Anytime.

The most significant change from prior years is the *Saturday evening Catered Buffet*, which will replace the traditional *potluck dinner*. The potluck dinner originated many years ago when we first started getting more drive-in than fly-in guests. Drive-in guests were asked to bring side dishes to supplement the main course provided by Van's. Over the past few years, the potluck offerings have dwindled in number, variety, and predictability. At times in the past, we have had as much as 100% more drive-in people than we expected. This just won't work anymore, and was difficult to accommodate even with the potluck format. Thus, we have decided on the buffet format this year. No one need (or should) bring anything except the price of admission.

In keeping with our original intent of the fly-in, that of bringing together and honoring builders of RVs, all pilots and passengers of RVs flying in to Sunset will be given free buffet tickets. Admission for all others will be \$10 per person.

Advance registration is required for both fly-in and drive-in guests who plan to join us at these meals. Registration deadline is August 21, 1998. Obviously, the caterers will need this information to prepare the meals. Please plan ahead so that we can similarly plan to serve you better.

The Sunday evening banquet will be the same as previous years. Don't confuse the new Catered Buffet (Saturday afternoon) with the Banquet (Sunday night.)

Please remember these changes and pass this information along to "interested others" who may not have Internet access.

For your planning purposes, here are menus for these two meals-

SATURDAY EVENING BUFFET: 5 PM Sunset Airstrip
\$10.00/Person

- Bar B Q Ribs
- Cold cuts-Ham, Turkey
- Baked Beans
- Pasta Salad
- Oriental Salad
- Pea & Bacon salad
- Fruit Salad
- Vegetable Tray
- Relish Tray
- Cheese Tray
- Rolls
- Desert: Brownies & Cookies
- Ice Tea, Lemonade, Coffee (all day)

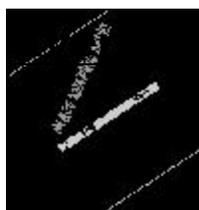
SUNDAY BANQUET: Hillsboro Elks Club. 6 PM no host bar. 7 PM Dinner. \$18.00/person

- Halibut
- Prime Rib
- Salads
- Baked Potatoes/Rice Pilaf
- Vegetable
- Rolls
- Ice Cream
- Coffee/Tea

A list of local motels is available from Van's office

July Meeting Recap

The July meeting was held at the Independence airport. Sorry, can't provide a recap since I wasn't there. I heard that many members flew in and saw a couple of late stage RV-8 projects.



Calendar

Meeting coordinator:

Frank Justice, 503-590-3991,
frank_k_justice@ccm.ssd.intel.com.

MONTHLY MEETING:

2nd Thursday of every month at various locations, 7:00 pm.

This month: 8/13/98

The next meeting of the Home Wing RV Builders' Group will be at Pacific Coast Avionics at the Aurora Airport on Thursday, August 13th at 7:00. Members are encouraged to arrange airplanes or cars together..

EAA CHAPTER 105 Pancake Breakfast:

First Saturday of every month at Twin Oaks Airpark, 8:00 am, \$4.00 (always lot's of RVs to look at too!)

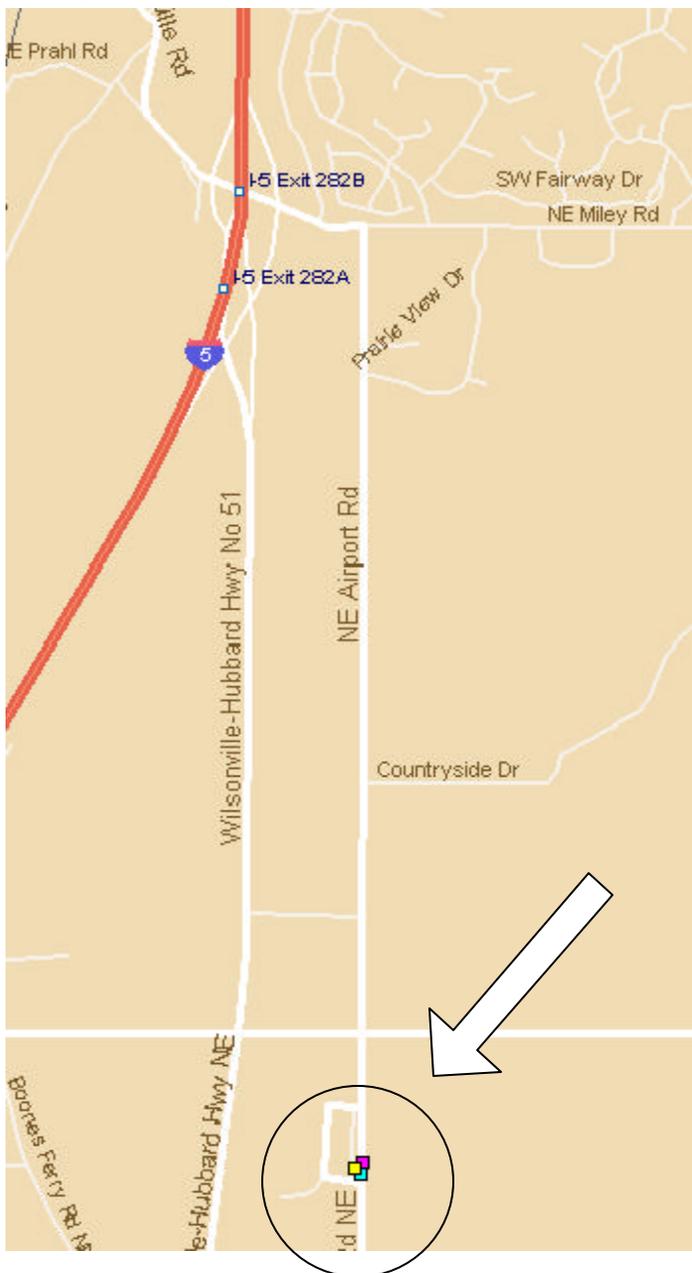
This month: 8/1/98

EAA CHAPTER 105 Monthly Meeting:

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

This month: 8/20/98

Map to Aurora Airport and Pacific Coast Avionics



An RV Of A Day

by Kevin Lane

Some of you may have met Ted at the June builders' meeting. What he didn't mention is that he works for me despite living in Seattle. I have been shuttling him in the RV between Troutdale and Boeing Field. I know, just a good excuse. The trip Friday though was one of distinction.

The clouds were well scattered and we decided to go VFR on top. With the help of some aligator clipped jump wires I finally have the Lowrance 300 talking to the Nav-Aid auto pilot. We climbed to 8500' and battled the north winds showing 150 mph ground speeds, but on such a beautiful day it was of little concern. Besides, there was always the return trip.

At the Seattle Class B veil I got my numbers and the transponder actually had the fuse in it this time, so it was squawking. Seattle Approach sent me up the valley towards Renton. Straight in to 31 right, after some I-swear-she-said-21 confusion, and an easy landing (6A's do that a lot). I taxied to Galvin to drop Ted off and there was the president's plane.

Wait a minute, I thought he had a 747, this is a 707, real nice polished aluminum and baby blue paint job though. I drop Ted off and his girl friend who works for a state rep tells me that's Al Gore's plane, Air Force 2 perhaps? Next thing you know a B-17 goes taxiing down to the active. Wow. My brother jumps in for his first N3773 ride and we're off to 31R. Four Cessnas are ahead of us, BFI is very busy on Fridays. Finally it's our turn for take off. As I finish my request for take off I see the B-17 approaching on 31L. Just as the controller begins to talk I'm rolling, hoping he is about to give me the OK. The bomber is past us as I pour on the coal.

The controller tells me to watch for B-17 traffic ahead. "Traffic in sight" I reply, trying not to sound too satiric. An RV full of fuel, two passengers, fixed pitch cruise prop can just keep up with a B-17 out sight-seeing. At 1000' the bomber leveled out for a pass of downtown Seattle. Every wild brain cell in my head (there's still a bunch left) was screaming to tuck in as a fighter escort, but for the same reason I don't do touch-n-goes on that carrier in Bremerton I just turned NE to fly over my brothers house. We flew for an hour checking out the wooden bridges he inspects.

The novelty of the day was not over. Three one right, straight in just like earlier, except there is a 757 sitting at the beginning of the runway. I overcompensate for that tall vertical stabilizer (I always thought that 50' obstacle stuff was referring to trees) and find myself practically at the numbers by the time flaps can be actuated. A full sideslip is all I have left to slow down. They worked so much better in the T-craft. The right seat seems pretty quiet now. I straighten the wings, touch down on the mains and make a mental note to look at the nose wheel because the shimmyies are coming back again.

The trip home was pretty much the reverse of the way up except I returned via Vashon Island. This meant I was way off the BFI/TTD track that the GPS had laid down. I flipped the auto pilot on to see what would happen. A gradual left bank ends with me flying due east. When I intersect the track, nothing. Damn. Wait a minute, yes, a right bank. Not much but a

...continued

little. I have been tuning the Nav-Aid realizing that for an RV it doesn't need much aileron travel. At the southwest heading the wings level. When we hit the track another bank to the south. We're on track, within the point one mile CDI range. Hey, this thing might just earn it's keep. I eventually climb back up to 8500' and start checking my GPS ground speeds. Two hundred twelve, 175 mph on the airspeed indicator! I thought everything looked like it was going by a tad bit faster. Ok, I need to lose some altitude anyway, let's see what Vne will produce. A new high, 242mph ground speed, 200 (it reads a bit low) airspeed. I want a plane that cruises at 242. No, I want a plane that will do 300mph. No, make that 300 knots. Yeah right, I can't even make an approach at 140 without overshooting the numbers. Besides, this one is paid for.

...Kevin Lane, N3773 RV 6A, 170+hrs

Harness Options

by Randall Henderson

At the last several meetings we have discussed some different harness options. I decided to gather some information on some of the sources we've discussed and present them here for comparison.

Schroth

The following was excerpted from a couple of rv-list email messages from Dan Morris of Morris Technologies, inc.

I sell Schroth restraint systems seatbelts, and I have a kit for the 5th point in the RV-6. I also can offer the leg loop style of restraint. All are custom made to your requirements, and are TSO/ JTSO C-114 approved. The restraint releases are the "center turn" style. The restraints offer additional safety features.

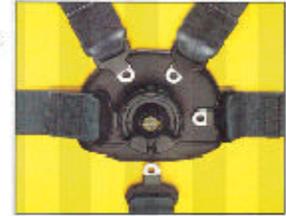
BTW, the reason that the FAA generally requires a TSO'd seat belt is that otherwise you would have to prove the strength of the belts (required to be 1500# plus). While this is not written directly in the FAR's, we are required to follow general practices for items like this.

A couple of facts about release under tension. First, TSO C22, for seatbelts which originally required the metal to metal connection permits an operating force of the latch mechanism of 30 lbs. The newer TSO maintains this force limit. So you can release the belts under tension if you can exert fairly high forces. Many of the metal to metal buckles, especially the military hardware exhibit this high release load. On the other hand the Schroth buckle releases with less than 14 oz. of force under a full occupant load. Belts made to TSO C-122 as the Schroth restraints are, are rated to 3000 lbs. The TSO C-22 belts, including the military hardware are rated to 1500 lbs. NASA and military studies have proven survivability to greater crash acceleration forces, thus the upgraded TSO rating. Also note that the military doesn't use the military style hardware in new design, due to its limitations. There are additional points about



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restraint systems that are only important when you crash. If you want to know more Email me off line.

On the issue of cost. Yes they are a bit more expensive than the military hardware based belts. If I can get some quantities of orders for the belts (5 sets or more), I can get reduced pricing from the factory. In these quantities, as an introductory price, I could sell them for \$250 per set for 4 point, or \$285 for 5 point. I have the RV 6 sized but for the RV 4 or RV 8 I need to get dimensions.

Aynone interested can contact me off line.

Dan Morris
Morris technologies, Inc.
2501 Trinity CT.
Chester Springs, PA 19425-8743
(610)524-4153 Email to: Morrstec@icdc.com

Pacific Aero Harnesses

Rob Huntziger of Bothell, WA makes 5 point harnesses for RVs using MIL-SPEC hardware, high-strength webbing, and stitching techniques he learned as a parachute rigger for the US Navy. These harnesses look a lot like Hookers, but cost a lot less. In a recent email message on the rv-list, Rob said:

The buckle and link used on my harness is designed to release very easy even under heavy body weight loading. This MS buckle has a lever type arm and can be moved with minimal hand pressure. But does not open without a deliberate action.

My source for these MS type fittings also sells to the race car belt manufactures and they use this same hardware for their lap belts. Cars, also come to rest upside down. :-)

*Rob Huntsinger
Pacific Aero Harness
15001 93rd PL Northeast - Bothell, WA. 98011
Phone: (Voice and Fax) 425-487-0405
E-Mail: robh@worldnet.att.net
Web page: <http://home.att.net/~robh>*



Pacific Aero Harness

Auto Harnesses

Don Wentz told me that one reason he got the harness was that he was looking for a better latching mechanism — one that used the circular style latch with slots you stick the belts into instead of having to fumble with putting the seat belt tab through the shoulder belt tabs and all the associated fumbling around with getting the right one on the right side and oriented the same way, etc. This is in fact why I'm so smitten with the Schroth harnesses. But once he got it installed and used it for a while he told me it really wasn't much better, and is still possible to get the wrong tab in the wrong slot.

Don's note: Now that I have used it for awhile, I am going back to my original Van's 5 point harness. The main advantage to the center twist style latch is that you can put the lap belt on, taxi around, and attach the shoulder/crotch straps at your leisure. In the case of the auto harness, they are 3" wide, have heavy metal pieces, and the buckle is thicker, all of which makes them a little cumbersome compared to Van's. When it's time to release them, a simple pull on Van's latch or a twist on the other style latch accomplishes the same thing - all the belts come loose. It is true that the Schroth harness is cleaner than the auto one I have, but, to have the very limited advantages that I have validated in use are definitely NOT worth an extra \$150 per side for me. As usual, Van's has the clean, light, cost effective solution. You can spend more, but you can't get a better value.

Van's

Of course there's nothing wrong with Van's harnesses. They're not too expensive and work just fine in 99% of the flying RVs out there. Van did some testing and modifications to the harnesses a while back to make sure they were up to snuff. His results are in a back issue of the RVator, and although I don't know which issue you can probably find them in the "18 years" book.

I am tending heavily towards getting the Schroth harnesses although they are expensive. I am shooting for the "quantity discount" he mentions above. Anyone seriously interested contact Dan Morris and CC me please.

...Randall Henderson, randall@edt.com

Home Wing

Classifieds.....

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.

FOR SALE

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-8 Fuselage Jig - \$100, call Von Alexander at 503-362-3177, 10/98

RV-8 Fuselage Jig - Built to factory specs. \$95, Richard Wood 503-640-9453, 10/98

Narco LRN-840 Loran - Works perfectly. Includes tray, antenna, manual. Cheap navigation and a screamin deal at \$50, Randy Lervold, 360-817-9091

Narco 841 Digital ADF - Tellow-tagged with warantee, antenna and all the wiring. Call Larry Dennis 503-655-9236, 10/98

Compressor - 3HP, 110V, 90PSI, belt drive with 20 gallon tank. Excellent condition, \$150. Dan Benua, 504-621-3323. 10/98

Misc Items - New baffle kit for an RV-6 O-320 still in Van's package \$140., New 1" Vacuum gage \$40., Used turn key ignition/start switch \$20., Used 3 1/8" United V/S gage 2000' \$65., Used 2 1/4" B&D RPM gage \$60. Plus shipping or come to the Saturday mornings breakfast at the Albany Airport Resturant. Denny (541)259-4500 harje@proaxis.com, 10/98

Wing tip lights - A pair of Three in one wing tip lites. Nav., Tail and Strobe, new.cost me \$350. Sell for \$250. for the pair. Denny harje@proaxis.com or (541)259-4500, 10/98

From the Minnesota Wing nltr:

Complete Firewall fwd off of Arrow. Includes FI IO-360 180hp and 76" Hartzell prop. Engine was removed from Arrow in 90, prop is 86hrs since overhaul but hasn't run since 92. Engine is 5400 tt, 2nd major was at 3900hrs, chrome cyls. Includes Bendix injector, 2 sumps, high pressure fuel pump, oil cooler/filter, Vacuum pump, Governor, etc. \$11,200 will deliver both. Chuck Holcombe, Minn, 612-652-2023. Chuck's health is not good, please don't call him unless you are seriously interested. I have talked to him, give me a call if you want. 696-7185 days.

IO-360-C1EG 200hp. 25 hrs SMOH, all acc. \$12,000. Warren Brecheisen, IA - 319-277-2118.

Hangar Sale! -

- New O-320 chrome wide deck cylinder assembly w/valves, \$500,
- Peltor headsets model AV7004, little use, \$150 ea.
- Magellan Skystar GPS, little use, \$250
- New throttle mixture bracket p/n VA149, \$7

- New aux elec. fuel pump p/n 40108, \$20
 - RV-4 55" throttle cable p/n CT184-55, w/clevis fitting, \$25
 - Slick 4250R mag, low time, \$125, drive gear \$50
 - RV-6 Lauritsen canopy cover, \$100
 - Bendix mag p/n 10-163045-3 w/drive gear, good condition, \$150
 - New master relay p/n EX24115, \$10
 - Lycoming gear drive prestolite starter, 9 tooth pinion, offer.
 - RV-4 throttle quadrant p/n 428-1, 2 le3ver, \$30
- Butch Walters, 360-636-2483, 9/98

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

- 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

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 Featured item: 18 YEARS OF THE RV-ATOR is now available

BACK ISSUES are available at \$2.00 each including postage. Limited availability, contact newsletter editor.

WANTED

Lycoming O-360 - Looking for an O-360 for RV-8 project. Call Von Alexander at 503-362-3177 or e-mail at MAlexan533@aol.com

Use 'em!

I'd like to encourage all you members to take advantage of the classified section. Since it's free why not take a stab at unloading that unused airplane stuff. Besides, it's kind of interesting to look at all the odds 'n ends for sale.

Please note that the date at the end of each ad is the expiration date. They run for three months and then are dropped unless you want them renewed by notifying me.

...Randy

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

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 send the editor an e-mail.



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 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: _____

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City, State, Zip: _____ Work phone: _____

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

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Info change only

Comments: _____

Project:

RV-3

RV-4

RV6

RV-6A

RV-8

RV-8A

Status:

Empennage

Wings

Fuselage

Finish kit

Flying