

# HOME WING



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

December 1998  
Issue 98.12

## Editor's Hangar

Thanksgiving weekend (as I sit here and write this newsletter) marks a personal milestone of sorts for me — the one year point in my RV-8 project. It was only last October that I took a tour of Van's and my \$50k demo ride.

What could possibly motivate a person to want to build their own airplane? Well, last October my good friend and flying buddy whom I work with, Bruce Beauchamp, and I were taking our usual 10 minute respite from work to talk flying. At the time Bruce was borrowing a Cherokee on a regular basis and I was flying my little C-150 which I had since finished updating over the summer. In one of our little chats, having been aware of this "experimental aviation thing", we discovered we were both curious about this place called Van's Aircraft which was coincidentally located "over there in Portland just past Hillsboro". I'd found it on the Internet while surfing around and learned more about it. My curiosity was piqued and I got Bruce going too. Since Van's wasn't open on Saturdays we decided we needed a weekday afternoon off for this important mission. On the following Friday we bugged out at noon, had lunch, and showed up for our appointment at Van's.

Bill Benedict was on duty that day whom I had previously spoke with for at least a half hour on the phone. His patient demeanor in answering my twenty questions was actually an important feature in my decision. We toured the main facility where we spent quite a bit of time scrutinizing the RV-6 Quickbuild fuselages which were looking pretty

good at the time. "Geez, if we're gonna do this thing the QB sure seems like the way to go. Who wants to spend all that time assembling all those little parts... looks complicated". Bruce was leaning toward the 6A while I had to have a taildragger.

We then followed Bill over to the prototype shop for a tour of the "think tank" and the ubiquitous demo ride. Bruce was up first in the 6A while I watched and doddled over the original turquoise RV-8. Bruce returned with a smile on his face but I could see in his look that he wasn't terminally hooked yet.

While originally attracted to the six for all the usual reasons, the eight was really growing on me as I checked it out while waiting. I had owned a Citabria before and was remembering how neat tandem seating was. Now, with a bubble canopy, that RV-8 looked just like a WWII fighter to me. Sitting in the cockpit put me over the edge — the view and the feel were intoxicating!

It was now my turn for a ride, and the 6A was already warmed up and sitting there. Hmm, this really isn't what I'm interested in. Having sat in the eight while they were flying really had me going. The eight prototype had a bunch of air pressure tubes duct taped all over it that Van had been messing with. I asked Bill if there was any way we could fly it. Instead of giving me an excuse about "down for testing purposes" he went in and asked Van about it. Five minutes later we were pushing the test gear out of the way and strapping in.

What can I say, the thing leaped off the ground, flew unbelievably sweet, and just felt



*Don Wentz's RV-6 (foreground), Jerry VanGrunsven RV-4 (middle), and Jerry's other RV-4 (background), over South Dakota on the return trip from Oshkosh 1997*

***This could be you, keep building!***

...continued

fantastic. Bill not only let me fly it, but make the approach back to the airstrip. I set up a stabilized approach and flew us to about 100' agl the first time in the plane!

Perhaps the single most significant factor in my decision however was the fact that with an experimental aircraft I'd be able to not only build it, but to do all my own maintenance and modifications. Having then owned two certificated aircraft I was quite frustrated at the lack of involvement the FARs allow. This was the answer and I was over the edge before we landed. The next week I ordered my empennage kit, scheduled the introductory construction class with AirCrafters, and began studying tools.

What happened to Bruce? He just couldn't get comfortable with the liability issue should the plane ever be sold. Today, over a year later, he has a sweet 172 that he has since purchased following an extensive search sitting at Pearson, and I have a partially build RV-8 in my garage. So much for taking an afternoon off.

As a sales and marketing professional there's a lesson here for Van's. Van, here's some consumer feedback; what hooked me was the combination of the information available on your website, and Bill's patient friendly demeanor. Keep it up folks! Give Bill free donuts or something so he stays there, and somehow keep Jerome going on the website, he's doing a great job.

Changing subjects, we've somehow managed to scrape together another pretty good issue. I must say that this seems like an endless treadmill, but so far various members have managed to keep contributing a fairly steady stream of great and informative articles. Of course that doesn't let YOU off the hook... write something, please!

In this issue...

- Yet another story from frequent flyer Brian Moentenich.
- My annual report.
- Electronic publishing plan, and other interesting tidbits.

Next month...

- Don's encounter with leaking oil lines.
- Whatever YOU write.

Keep building (and writing)!

...Randy Lervold

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## November Meeting Recap

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The November Home Wing meeting was held at Richard Wood's place located on Olinger airfield. Richard is moving right along on his RV-8 (finally an RV-8, seems like all we've seen is RV-6(A) projects!) which he is equipping for full IFR. It even includes a 3 axis autopilot, an S-Tec if I recall. He also has a Cessna 185 with amphibious floats that he has

owned for many years.

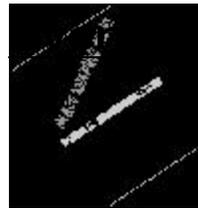
Richard is currently selecting a source for the IO-360 he plans to install shortly. See the classifieds for the fuselage jig he still has for sale.

Down the road a few houses, many of us visited Bob Braun's RV-8 project as well. Bob has a new Bart Lalonde engine that he has hung and is presently plumbing. Looks like both of these planes will be flying before next summer.

Rob Hickman showed off the latest version of the electronic engine monitoring system he has designed from scratch. Rob plans to market this system soon at approximately \$3,000.

Thanks, Richard, for the hospitality!

...Randy



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## Calendar

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### 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: 12/10/98

The next meeting of the Portland Area RV Builders' Group will be held at Mike Wilson's house in St. Helens on December 10th starting at 7:00 PM. Mike is in the final stages of construction of his RV-4. Mike's special project which you may have read about previously was the construction of a custom molded cowling.

**Directions:** To get to Mike's place, go west on highway 30 past Scappoose up to St. Helens. Turn left on Firway at the traffic light which is just past the Les Schwab Tire store. There is a bagel shop on the corner where you turn. Go to the end of the road to the white house. The telephone number is 503-397-6207 in case you get lost.



I would now like to find a volunteer to take over the coordination of the builders' group meetings. I have been doing it for six years and since I have finished construction of my airplane no longer have a way to host an under-construction project meeting myself. Please see Randy or myself at the meeting.

## *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: 12/5/98**

## *EAA CHAPTER 105 Monthly Meeting:*

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

**This month: 12/17/98**

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## Annual \$ report

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*by your humble editor/treasurer*

In most organizations it's traditional for the treasurer to present a report back to the membership each year. We don't have any officers per se, but I feel obliged to give you some idea of where all the money goes. This will be a simple overview since I don't want to take the time to do a complete financial statement.

### *Membership*

At present our database contains 154 current members of which 16 are "complimentary". For the math-challenged this means that we have 138 paying members, many from outside the area. "Complimentary" is everyone from Van's Aircraft to various other builder's groups and EAA chapters. BTW, several of Van's employees belong and PAY, only Van's corporate gets a free membership. I usually give people a 2-3 month grace period and then put their record into a non-current file.

While there has been some attrition, our membership has grown over the past year by probably 20 people. In scanning the current members list I see that exactly 100, or 65%, have e-mail addresses. I have no ideal how many are current or valid. This means we COULD convert a significant portion of our newsletter list to electronic distribution — see the next article on electronic distribution.

### *Income*

With 138 current members this means we average 11 or 12 renewals per month. I seem to deposit anywhere from \$80-\$130 per month. The June fly-in contributes to the coffers significantly also by a couple hundred dollars. This year we made a donation to the church group who helped with the food as well as \$100 to the Young Eagle program. At present, our checking account balance is around \$1,100.

### *Expenses*

Our largest expense is of course the newsletter including both printing and postage. Postage each month is  $154 \times .32 = \$49.28$ . Printing has ranged all the way from \$134 to \$24, but it usually averages about \$65. In the beginning I tried several copy places and OfficeMax was clearly the most expense, don't go there. Staples in Jantzen Beach seems to have the most competitive prices so I've been using them for about the last six issues. They even bill incorrectly sometimes which is why I was only charged \$24 one month.

If I can find or buy a copy of Adobe Acrobat I'll consider going to partial electronic publishing which will cut these costs in half. Then we could use the money for tools or events.

...Randy, N558RL (reserved)

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## electronic Publishing

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Right after I took over the newsletter Don Wentz suggested we go to electronic publishing. This would mean producing the newsletter in the conventional way, but then converting it into an Adobe Acrobat file that would be sent as an e-mail attachment to everyone on the list for viewing with Adobe Acrobat Reader. Acrobat Reader has become the standard method of viewing graphics files, is platform independent (works on Windows and Mac machines), and is free via links on web sites all over, or from [www.adobe.com](http://www.adobe.com). Van's publishes their accessory catalog in this format and most avionics manufacturers now have their manuals downloadable from their websites in this format. If you're web-aware you already know all this.

While I initially considered this I quickly realized from the survey I did that only about half of our members would want to cope with this. Many still don't have e-mail or get online so I dropped the idea.

As you read in the preceding article, printing and postage actually cost quite a bit. Therefore I'm taking another look at a hybrid approach of both electronic and conventional publishing. I have our membership list in an Access 97 database and could easily add a field with a preference for electronic or conventional distribution. For the conventional folks I could print labels only for those preferring conventional distribution. This might be about half of the list thus cutting our printing & postage costs in half. Then for the electronic folks maybe I could export those names/addresses to a distribution list in my e-mail client, Outlook Express. Updating this could get time consuming but I'm willing to take a stab at it given the signifi-

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cant cost savings. Once I get the technical parts automated it could actually be easier for me. *What I don't want to do is spend any more time on this thing!*

In order to do this however I need two things... 1) to know who wants electronic distribution (the "default" will be conventional so if you don't have a computer or e-mail don't panic), and 2) Adobe Acrobat, not the reader but the software that CREATES the .pdf files.

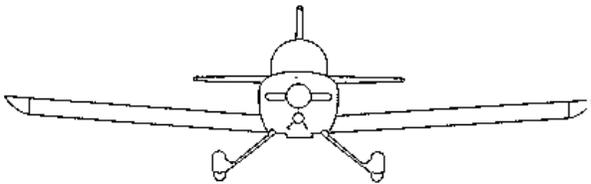
At this point I'm willing to give it a try and see if I can make it work, so here's the plan... I'll either buy Acrobat myself or talk my company into it. Then I need to begin assembling the list of who wants electronics publishing.

**ATTENTION: If you prefer electronic newsletter distribution send me an e-mail confirming this and confirming that I have your current e-mail address.**

E-mail me at [RandyLervold@csi.com](mailto:RandyLervold@csi.com) and I'll begin assembling the list.

The world's going electronic so we might as well get with the program. Wait until you see how good pictures look this way!

...Randy



## This Affliction Called Aviation

by Randy Griffin

Have any of you actually stopped to ponder when it was that you came upon this affliction that we so endearingly call aviation? What happened in your life that forever changed you from being a common root-foot. It's as if we are in a select peer group that has discovered the worlds best kept secret. If you try to talk to any of the uninitiated about the wonders of defying gravity for short bursts of time, the most common reaction that you will receive is a vapid expression, and scarcely disguised boredom. Another common reaction, by people who don't understand the concept of applied logic, is the statement "You would never get me in one of those death traps".

This said while they are strapping themselves into a vehicle to rush head long down a narrow strip of pavement mere inches from other people who actively wish them bodily harm. Often oblivious to the fact that they could be one of 42,000 people killed on the highways each year.

It is not totally uncommon to receive our affliction congenitally, for many people are born with it. However I believe it is far and away more common to be infected from another source. The "Typhoid - Mary" in my life was my very own father! Some of my earliest memories are of me sitting astride his neck while he wandered up and down seemingly endless flight lines (I extracted the ultimate revenge though, I took him to Oshkosh a few years ago).

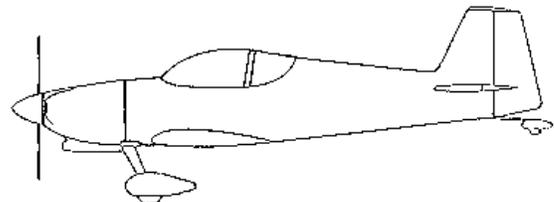
I can close my eyes, and still see the expression on his face when he found out in the early '70's that I had signed up for the Army rotor-wing program. I was clueless as to his shocked attitude, all the while trying to explain to him that they were going to give me a turbine helicopter for free, AND buy all the kerosene that I could burn!! He tried unsuccessfully to explain to me that people would be actively trying to kill me (Yeah, right! This from a man that had been eating my mothers' cooking for years).

Rushing along the nap of the earth at 100 knots was truly a wonderful experience, even though those twinkling lights on the ground weren't exactly the flash bulbs of hundreds of admiring photographers. Oh well, they missed, and I had a fairly unique experience.

Recently, and not entirely because of Van's \$50,000 free ride, I have decided that my life can't possibly be complete unless I build an airplane. Where upon I stumbled into this group of people. I have begun to get to know a few of you, and so far, I would certainly say without reservation that every last one of you have the affliction.

...Griff

(Welcome, Griff, to the group! ...ed)



## My First RV Cross Country Trip

by Brian Moentenich

We all strive to get paid for doing something we love to do – and if you get to fly your RV to do it, so much the better. One of the ways I was able to afford to build my RV was to referee girl's volleyball (I love to do this). Each year in late June, there is a huge volleyball tournament in Sacramento. Nearly 1,000 teams participating in the weeklong Volleyball Festival makes it the largest annual sporting event in the US. This was the occasion of my first big cross country trip in my RV-6a, N38155.

Another referee (Eric) and I departed Troutdale at 10:30 AM on Saturday, June 27<sup>th</sup>. Our destination was Sacramento's Executive airport. Broken clouds at 2,500' gave way to scattered clouds, which totally disappeared by the time Medford slid under the wing. With 48 gallons of fuel on board, I wasn't

planning on stopping along the way. Keeping 2,500 RPM on the tach and burning exactly 8 gallons per hour with my O-320 150 HP engine (fixed pitch metal Sensenich prop), we landed after 3:05 of flying. I topped off the tanks and wanted to park my RV on the FBO's ramp for a couple of hours while we registered for the tournament at the Convention Center downtown. After being told it would cost \$7.00 to do that, I taxied over to the general transient parking which was free.

While Eric was calling for a taxi, someone (John) came over and started looking at my unpainted RV. He said he thought this was his RV, which was supposed to be in the paint shop. This guy had just taxied up in a Marchetti and after we talked for a bit, offered to drive us downtown. But first we would have to ride in his plane while he put it in his hangar. This is the same model the Air Combat boys use to sell their \$600 mock combat rides in. It turns out John is an orthopedic surgeon who owns a company which makes joints for hands. Although his hangar couldn't accommodate a 707, three or



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RV-6/6A FUSELAGE	5 hrs	\$51.50
RV-8 FUSELAGE	3.5 hrs	\$94.00
RV-6 FINISHING KIT	6 hrs	\$56.50
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four RV's would fit nicely. Let's see what am I going to fly today – my RV or my Marchetti – tough choices!

While John took us downtown, he offered to take us back to the airport too. We planned to fly over to the airport located right on the University of California (at Davis) and park it there for the week as we were staying in the dorms. University airport is about 20 miles west of Sacramento and I was over-flying the runway before I realized it. There is a small flying club at the airport as well as a number of private airplanes tied down there. Fuel was \$1.95/gal. & \$3.00 a night to tie it down. I put the canopy cover on – not for rain but to keep the interior cool in this sun drenched place. Our ride we arranged never showed up so we bummed a ride to the campus off a pilot who had just landed.

The volleyball competition was brutal and the hours long. I got only 11 hours sleep the first 3 nights. Friday was our day off and I planned to fly to Ukiah to visit Bob and Barb King - some old family friends. Ukiah is located in a small valley about 120 miles WNW of Sacramento. Bob had given me my first airplane ride when I probably no older than 8. He couldn't believe I could remember the details of that ride as well as the color and type of the plane on a ride I experienced more than 40 years ago. The last time he saw my RV was when I was working on the fuselage in my garage. I gave him a ride, which he enjoyed immensely.

Saturday was the final day of competition and Eric and I planned to depart early Sunday morning. Barb Hivey (another ref) gave us a ride to the airport and was talked into a ride in my RV. She was both scared and excited at the prospect. After landing, she couldn't believe how much fun it was. Wagging our wings in a goodbye wave to Barb, Eric & I headed north for home. Flight service was reporting marginal VFR in the Willamette valley from Roseburg to Portland so we headed toward Klamath lake at Redding for a trip up the east side of the Cascades. Crater Lake wasn't too far off our path so we altered course a bit & flew over the east rim of this gorgeous scenic treasure. Our course took us north over Sun River toward Hood River where we dropped into the gorge and headed for Troutdale. It was like we had left eight days before - overcast with a 2,500' ceiling.

Eric dropped me off at home where I spent the next 2 hours washing a load of clothes, eating lunch, and re-packing my suitcase. Molly (my wife) then drove me back to Troutdale so I could fly to Omaha – for work this time, not play. Unfortunately, I would not have someone to keep me company this trip.

I added a quart of oil, got fuel and departed for Soda Springs, Idaho where I planned to stay the night. The clouds were pretty much gone by the time I left Troutdale. I arrived at Soda Springs after 3:30 of flying at a ground speed of 160

knots. The motel and courtesy car were cheap but not the gas (\$2.40). After sleeping in & having breakfast, I departed the next morning at 9:30 for Omaha. My route was a pretty straight shot. I ran into about a 75-mile stretch of light rain near Cheyenne. There were light tailwinds all the way – although I did occasionally see 170 knots and once a 180-knot ground speed. I stayed high 11,500' – 13,500' for most of the trip. There was a solid layer of Cumulus with a base of 5,000' about 70 miles west of Omaha. Descending below these clouds felt like entering a steam bath. I landed at Eagle field, a small paved airfield about 15 miles north of Omaha. I was met by Lee Hall who immediately offered me a cold beer. He built an RV-6 and had an accident with it when his left rudder pedal broke on take off. This accident is the reason new rudder pedals are now reinforced. Lee's plane was in his garage which is why I was able to park my plane in his hangar.

The local EAA Chapter had a Young Eagle session, which I participated in. I also attended one of their chapter meetings, which featured some very nice Swifts. On Saturday, Offutt Air Force Base, the FAA, and the EAA sponsored a day long program of safety seminars, tours of the Strategic Command (STRATCOM) command center (where they can fight nuclear wars from), the Omaha TRACON facility, and tours of the Air Forces' Looking Glass and Blue Skies airplanes (707's). The Looking Glass jet is one of four – one of which was fully manned and flying 24 hours a day for 30 years in order to be able to direct a nuclear counter strike. Lately it's been on the ground – ready for immediate launching. It is being replaced by the Navy's TACAMO (take charge and move out) airborne command and control airplane. The Blue Skies airplane will be over-flying and photographing various portions of the world assuring compliance with nuclear arms treaty agreements. We had planned to fly to Offutt AFB but low clouds made us drive. Sunday was spent at the new Strategic Air Command museum. Upon entering you're face to face with an SR-71 Blackbird. It gets better from there.

One evening, I flew down to Lincoln, over to Council Bluffs and back to Eagle. It was about a 90-minute trip. Visibility was not more than 5 miles the whole way. I never would have done it without a GPS. Every cornfield looks like another. I knew I could have found Omaha's Eppley Field w/o GPS as its next to the Missouri River. Besides, the Omaha TRACON provides radar service clear to Lincoln and they are *very* nice folks. They ever volunteered to offer me radar vectors to Eagle field once.

My work was done at 1:00 PM on Thursday of the second week. I took off at around 2:30 PM and headed SSE for Topeka Kansas – about an hour away. I visited with folks from R&B Aircraft Repair at Phillip Billard airport. They do

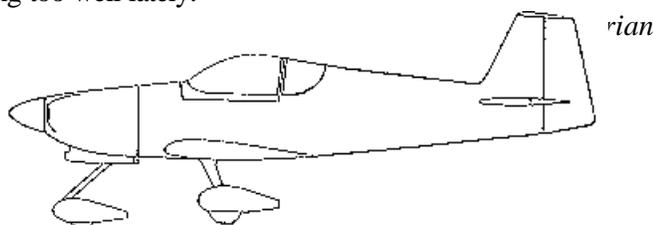
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aircraft painting and had painted Lee's RV. I showed them mine and they gave me a bid of \$3,200. This included surface prep, alodining, primer, one solid coat and two trim colors of Imron. I would be responsible for removing and replacing the control surfaces, fairings, and fiberglass parts.

From Topeka, I flew to Laramie, Wyoming to spend the night. I called CC Brown who recently completed his RV and is learning to fly in it. CC showed me his plane and I mine. The last time I saw CC's plane was when Kevin Lane and I were returning from Sun-N-Fun. Our brake pads were worn out and CC gave us his. CC gave me a ride to town and we agreed to fly together in the morning. Friday was his day off and he planned to be airborne at 6:00 AM. So there I was at 0600 at the Laramie airport (7,300-ft elev.) wearing shorts and my jacket watching the sunrise. It was quite pretty. CC has done a beautiful job on his RV and he painted it too. I headed west and CC accompanied me for a while. I did a couple of "goodbye" aileron rolls as he turned around.

I headed for Twin Falls because they have a restaurant on the field and I was hungry. The terminal is only two years old and is served by commuter airlines. It felt a little funny walking out onto the field through the FBO's office when 100' away others have to walk through metal detectors. I did a short aerial tour of the Snake River canyon over the falls and Evel Knevil's jump site. Although it was hot at ground level, it seemed like there was a hotter level above. My oil temperature stayed at 220°F while climbing. Next stop – home. This time the weather was great west of the Cascades and I flew low over Mt. Hood's Palmer snowfield as I descended toward Troutdale. I landed about noon. In the 3 weeks I had been gone, I had put 40 hours on the tach. My vacuum pump failed on the trip home and I kept being told my transponder signal was very weak. Looked like the fun was over and it was time for some maintenance.

Returning to work the following Monday, I found an E-mail message from Barb Hivey. She schedules girls High School Volleyball matches in the LA area. She invited Eric and I down to work some matches this fall on Catalina Island! She even offered to let us stay in her house. So this October, we're heading south again. The next day, Tuesday, my wife Molly left for two weeks at Disney World with a friend. She didn't invite me to come along. She's due home three days from now. I hope she shows up - I haven't been eating too well lately.



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## Buil der's Tip

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### *Interior Paint Tips*

by **Randall Henderson**

What color to paint your interior? I did what a lot of people do — used a medium gray color. If you use this or any other "common" color, you may be able to benefit from the following tip:

Before buying your interior paint, go to Fred Meyers or your favorite local hardware or home improvement store, and see if you can find a good quality rattle can paint that is close to the color you want. Then have the paint store match to that color. This will allow you to use the high quality paint to do the bulk of it, but also allow you to touch up or do small parts later on with

a rattle can. For scratches and nicks, I spray a little into the plastic lid, and paint it on with a small touch-up brush. This can also work for your engine mount paint. In my case it worked out well since I used the same stuff as for the interior.

Another paint tip came off the internet -- avoid Rustoleum for anything you are going to topcoat over. The stuff apparently does work well for inhibiting rust, because it contains fish-oil. Unfortunately the fish-oil isn't compatible with most topcoats.

...Randall

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## Hose Testing

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Member Rob Hickman has graciously volunteered to do hose testing on a limited basis. He writes...

*"I don't mind helping for no charge as long as it does not get out of hand. I don't want to test hoses every night though. Go ahead and put my name in the newsletter and I will see how it gets. The equipment is at my office in Tigard. I can be reached at the following numbers. I can pressurize any size hose to well over 1000psi. I checked mine to 750psi."*

Rob Hickman  
Advanced Control Systems  
Work: 598-7727  
Home: 524-3190  
robhickman@aol.com

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

RV-4 Empennage - Still crated, complete with plans & construction manual. \$700 obo, Bruce Gray, 702-782-0029 1/99

RV-6 project - Tail kit complete. Wings complete, (fuel tanks pressure tested). Fuselage mostly complete. Needs finishing kit. More work finished than a "Quick Build" kit. Nice workmanship. Photos / video, or just come inspect. Finances (and new baby) force sale. (We're keeping the baby!!) Make offer. Mark Miller (360) 896-3469 mmm@worldaccessnet.com

RV-8 wing Kit - For sale, wife wants a -6. One wing/tank almost complete, other not started. Steve Barnes, chart@saber.net

RV-8 Fuselage Jig - Built to factory specs. \$95, Richard Wood 503-640-9453, 2/99

Narco 841 Digital ADF - Tellow-tagged with warantee, antenna and all the wiring. Call Larry Dennis 503-655-9236, 2/99

Westech dual EGT/CHT gauge - Includes three egt sensors and three plug type cht sensors, used for 10hrs, work fine. \$100 kevin 233-1818, 2/99

Compressor - 3HP, 110V, 90PSI, belt drive with 20 gallon tank. Excellent condition, \$150. Dan Benua, 504-621-3323. 11/98

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 3,900hrs, 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.

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

RV TOOLS - Beginning RV-8 project and need all the usual tools. Seeking good deal on common items. Call Randy Griffin 360-944-7400

HELP - Lost Binder!

Approximately eight months ago Jerry Vangrunsven loaned out the binder that he, Judy, and Stan had put together of RV-6A paint schemes. It has yet to be returned and they can't remember who they loaned it to. Your help is needed in locating it.

It was a dark blue large ring binder filled with photos of RV-6As. If you know who might have it please call Jerry or Judy at 503-648-3464.

Thanks!

...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: \_\_\_\_\_

Address: \_\_\_\_\_

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

City, State, Zip: \_\_\_\_\_

Work phone: \_\_\_\_\_

Payment (\$10/

E-mail: \_\_\_\_\_

by Check

Cash

Info change only

### Project:

### Status:

RV-3

Empennage

RV-4

Wings

RV6

Fuselage

RV-6A

Finish kit

RV-8

Flying

RV-8A

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

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