

HOME WING



**NEWSLETTER OF THE HOME WING OF VAN'S AIR FORCE -
BUILDERS AND FLIERS OF VAN'S RV SERIES AIRCRAFT**

**JUNE 1998
ISSUE 98.6**

EDITOR'S HANGAR

Many of you are aware of the tragedy that occurred on Sunday, May 24th — the crash of Van's RV-8 prototype N58RV and the loss of John Morgan and his passenger. Following is the announcement from Bill Benedict to the RV List:

—> RV-List message posted by: Bill Benedict
<billb@atheria.europa.com>

It is with regret that I write this note to inform the group that the yellow RV-8 was destroyed on Sunday morning, taking John Morgan and an acquaintance from Blythe California. John had borrowed the aircraft to travel to Blythe and be with his family for the holiday.

Van was enroute to the area 6 hours after the accident but arrived after the NTSB had removed the wreckage to Phoenix. Van and Andy Hanna, our structural engineer are now in Phoenix but will not be able to review the aircraft remains until Wednesday. They will be helping the NTSB, FAA and Lycoming determine the cause of the accident.

We would like to keep the rumors to a minimum and intend to inform this group of any findings as soon as available. We would appreciate people not speculating as to the cause of the accident.

I just talked to Van and there was at least one witness and his comments along with the description of the failure as described by John's son-in-law do not make sense, therefore we will wait until Van returns for the details. Although the NTSB may take weeks or months to reach a conclusion, Van should be able to provide some details by the end of the week.

Our thoughts are with John's family and several of us will be out of the office this week to attend the memorial service for John.

Bill Benedict
General Manager
Van's Aircraft, Inc.

In trying to find a way to say something about this, to describe the sense of loss for John's family, the Van's organization, and the entire RV community, I couldn't find the words. Instead let me pass along a posting to the RV List by our own Jon Elford which I think says it all.

...Randy Lervold

FAREWELL JOHN MORGAN

I didn't much feel like building tonight after hearing the news of John Morgan's passing. Not because I am suddenly fearful of flying or of the aircraft I have chosen to build, but because having met John and flown with him, my heart was very heavy. It was because of John's flying and his pleasant demeanor that my garage is now filled with parts to the greatest kit aircraft available.

It was late August, 1997 on a beautiful VFR day that John introduced me to the world of RV's with a demo flight that I cherish to this very day. After flying with me for a half-hour or so and executing a flawless landing at Van's home strip, he proceeded to take my nervous wife (she is not yet comfortable in an airplane) on a scenic flight over our new house which was being built at the time. On our drive home she mentioned that he "really seemed to know what he was doing". I couldn't agree more. John was an excellent pilot.

In addition to flying with him once, I had the privilege of being a fellow member of the Home Wing Builder's Group with John. He always seemed to have a smile for everyone and something good to say.

Our previously mentioned new house is located about 5 miles from North Plains and I have the privilege of watching the prototype aircraft giving demo flights and doing testing on a regular basis. One of my most-used tools when building on nice VFR days is my Bushnell binoculars. When an RV flies over I run out like an idiot with my binoculars and watch until they disappear from sight. Then, motivated,



...continued

I run in and squash some more rivets. I will miss N58RV and John over my house and at the fly-ins.

My sincere condolences go out to John's family as well as the family of his passenger. My family's thoughts and, more importantly, our prayers go out for John's widow, family and the entire family at Van's Aircraft.

Farewell, John Morgan. You will certainly be missed....

Jon Elford, RV6 #25201



MAY MEETING RECAP

The May meeting was held at Gary Miller's house, the site of his RV-6AQB project. In addition so some great food following are some highlights:

- Everyone got an up-close-and-personal look at a QB. Impressive indeed. All of us non-QB builders of course immediately begin questioning our decision to go non-QB.
- Don Wentz reviewed various seat belt and buckle options including new information since the last time he discussed it.
- Ken Scott, who has his RV-6 flying once again after its encounter with the Impala, took us through the trials and tribulations of the rebuild. He promises an article soon recapping the experience.

EAA CHAPTER 902 FLY-IN:

E.A.A. 902 will help out with the O.P.A. Pancake Breakfast at Mulino on July 18 and 19 and then add its own agenda featuring a rib barbeque on Saturday. While some details are still in progress, Saturday will include Young Eagle flights, and Aircraft judging, on the airport camping and lots of hanger talk. Sunday will include more young eagle flights and also a brief worship service.

We hope this will become an annual event. Other things being talked about are a fly-out for lunch and a display of some home built in progress (or at least parts). The chapter just acquired a Christavia project, for example.

For further info contact Ed Downs, chapter Pres. at Skyfarer@aol.com



EVENTS 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: 6/11/98

The next meeting of the Portland area RV Builders' Group will be held at Bob Haan's house on Bull Mountain in Tigard on June 11 starting at 7:00PM. Bob is working on his RV-6 fuselage. Normally we do not have a meeting in June since the Scappoose Fly-In is in the same month, (and also because it is usually hard to line up hosts this time of the year) but this meeting will give us a chance to look at another project, ask some more questions, and finalize the Fly-In plans.

Bob's house is at 14270 Koven Court which is on the Northwest slope of Bull Mountain above the new subdivisions along Barrows Road. His telephone number at home is 503-579-2729.

Coming from the west on Scholl's Ferry Road (route 210), turn right on Beef Bend Road (traffic light). Go about 3/4 mile to the flashing yellow light and turn left onto Bull Mountain Road. Go up the hill, past where the road makes a sharp left turn, and where the road makes a sharp right go to the left instead on Roshak Road. Turn left at the next street where you see the brick and iron gates (Koven Road). Bob's house is the second one on the left.



Coming from the north or east, get on Scholl's Ferry Road in Beaverton going west (route 210) from either highway 217 or Murray Boulevard. Turn left on Beef Bend Road (traffic light, about a mile past Murray Boulevard). Go about 3/4 mile to the flashing yellow light and turn left onto Bull Mountain Road. Go up the hill, past where the road makes a sharp left turn, and where the road makes a sharp right go to the left instead on Roshak Road. Turn left at the next street where you see the brick and iron gates (Koven Road). Bob's house is the second one on the left.

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: 6/6/98

EAA CHAPTER 105 MONTHLY MEETING:

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

This month: 6/18/98

Annual Fly-In: Saturday, June 20, Scappoose Airpark, (154)

Schedule:

8:00 am Volunteers begin preparations

10:00 am Fly-in starts

5:00 pm Fly-in ends

Home wing members (and anyone else who wants) are encouraged to come early (8:00am) and help get set up. We will also be passing around some sign-up sheets for help with food, meet & greet, auto parking, t-shirt sales, etc. Please be a pal and sign up for one or two shifts. Everyone pitching in means no one has to spend the whole day working, so we will all get a chance to have some fun! Don can be reached at 503-543-2298 or don_wentz@ccm.hf.intel.com.

Air Traffic Procedures:

- Please help Scappoose Airport be a good neighbor and fly the published pattern at the published altitude. **No low fly-bys or aerobatics.**
- After landing, monitor ground control on **129.25**. Follow the greeter's directions for parking.
- Please shut down your engine upon leaving the taxiway.
- When departing, pull your plane onto the pavement before starting your engine so as not to blow grass and dirt all over everyone else's planes.
- Fuel (80/87 and 100LL) is available on-field, \$1.68/gal.

THE MAIDEN FLIGHT OF N3773

THE NEXT 25 HOURS...

After taxiing my 6A and discovering a problem that required a zero time rebuild I was eager to fly. The weather had gotten predictably worst, the very reasons for the 4 hours per day push Brian and I started on Memorial Day. Mike Seagar didn't show up that Sunday and I guess the Airworthiness Certificate was burning a hole in my pocket. With a string of fine, calm days predicted, Bob Neuner's logical statement of "having Mike fly the first flight doesn't guarantee you'll never lose power on take-off" made more sense. This was my real fear. My prior flights in the sixes impressed upon me that this was like no plane I'd flown before, heck, that's why I bought it. Everything seemed to happen so fast though. Would I have the nerve to push that nose way forward if the engine quit? I started feeling very philosophical. Have you noticed how this airplane project can exemplify your very life and the decisions you make? How do you tackle all your time commitments? How do you fix the next problem? What level of perfection makes you happy? I was thinking about the time I climbed the north face of Mt. Hood solo because I couldn't find anyone to join me that day. For thirteen hours I summited and

made five descent attempts ending up unwantingly at Timberline Lodge with my car at Cloud Cap. This maiden flight question was starting to look quite similar.

Impatience. But then there is self-belief too. I've handled many difficult situations, hiked through 4' deep snow on Mt. St. Helens, once after that mountain bike crash hobbled three miles with a broken foot and collar bone. Gee, this flight couldn't be any tougher. Whits. I need to be on top of everything, not just watching the scenery or looking for my hanger. I finally decided to be true to myself and go for it. The idea of losing 2 ½ years of work didn't really sink in. Optimists. We all have to admit to this or we wouldn't have started this 2000 hour project now, would we? So I chucked up a #2 phillips head and started securing covers and bulkheads, attempting to see what was really there, not what I wanted to see, hunting for those 1 ½ to 3 threads poking their little heads out. It was early afternoon on Monday, plenty of time, no wind, lots of sunshine. Perfect. Brian didn't say too much, just a little chiding about how hard I persuaded him to hire Seagar for his first flight. So with my headset plugged into my push-to-talk plugged into the jack adapters plugged into my trusty handheld KX 99 I announced to ground control my intentions.

Breaking in the new engine requires it be run full bore until the rings set. Sounded like fun. I did my ramp runs ups, checked everything twice, three times, even used a checklist. "Position and hold, 773". I firewalled the throttle and started scanning the gauges. Oil pressure good, oil temp still low, CHT ok, EGT ok I guess, omigod, we're doing 70 already, rotate. Omigod, does this baby climb! With a cruise prop even. Whoa, yes. Look at the people down there. They look so little. I haven't noticed that since my first plane ride years ago. OK. Start acting like a serious test pilot. Oil pressure ok. Airspeed 140. Time to turn. Whoa, that doesn't take much. Hey, wow, this is my plane! We're flying. No rental, mine, zero hours since new. Waggle the wings. Cool. Airspeed 180, rpm 2500. "...this is Troutdale tower, enter left base for two five, report two miles out, look for experimental traffic orbiting at one thousand five hundred" Hey, that's me. Orbiting. You got that right. One eighty five mph. I've lost count of how many times already. The turns grow steeper though. I remember Bill's demo of the "standard" 4 G RV turn. OK, be serious, stick to 45 degree banks. So the clock started showing about 25 minutes. My oil temp had started climbing for some reason to 210 degrees. Well, the big time was here. Re-entry. So I worked on the ducks, slowing them up, extending their flaps, lining them up. Over the fence at 90, just like Mike said, full flaps. Flare, yes, nice so far. Hold the nose up, back, back, back, mains down, keep holding it back, nose down, too easy. "Troutdale tower, I'd like the option". This is crazy, maiden flight, two landings. So maybe it's not too risky a resume, but, I can now claim; builder, test pilot, proud RV owner. I can always enhance the story in later years!

Kevin N3773, 95 hrs. since 10/12/97

SUN-N-FUN 1998

Kevin Lane & I had decided to go to the Sun-N-Fun fly in a couple of months previously. Neither of us had ever been on a long cross country trip and going to SNF would be as much for the experience as the fly in. Kevin wanted to use his airplane (N3773) because he is quite tall & has more head room. We had acquired a full complement of WAC charts, AOPA's airport guide, a Rand McNalley road atlas, tie downs, a copy of arrival instructions, a borrowed portable GPS, and some camping gear. This completed our pre-trip preparations. The night before we left, Kevin and I flew over to the McMinnville FSS & received a very nice briefing in person. Things looked good if we could get out of Troutdale the next morning.

Contrary to FSS's prediction, Saturday morning was beautiful as we packed the plane. Kevin was concerned about weight. I thought we would run out of space before we got to 100 pounds in the cargo area. It turned out we could only cram 80 pounds of stuff back there. If I could remember where my carefully prepared check list was, we could have taken some of the less important stuff – like a flashlight. But we had survival snacks – about 5 pounds worth!

We departed at 7:15 AM & headed toward Burley, ID for some of that cheap gas Frank Justice said was waiting for us. It turned out to be a gorgeous day – typical of almost the entire trip. Burley has two runways & a taxiway in a triangle (the taxiway used to be a runway). On short final, I asked Kevin why he was landing on the taxiway – was this an omen of things to come? There was cheap gas at Burley – only we didn't know it at the time (about \$2/gal).

From Burley, we headed towards the Great Salt Lake, crossed over the pass with 15,000' high peaks sticking out of the clouds. We were above a broken cloud layer at 11,500'. We flew south toward Provo and then towards Price. We talked to a guy in a Bonanza who was also heading towards SNF. He had left Pendleton that morning. We agreed to catch up with each other in Florida as we prepared for landing at Canyonlands airport near Arches National Park. The guys at the FBO there found a couple of mini pizzas (\$1.50 total) and microwaved them for us – big mistake (they probably been trying to get rid of them for some time). The FBO there is at the end of the 5,000' runway. We didn't want to back taxi to the far end so we made a downwind take off (only 5 mph or so). Lets see – a max gross take off at a high altitude airport on a warm day – downwind. It took about 1500' of the runway. We air-toured the park as we passed over Moab on our way to Farmington, NM. At Farmington, we stopped behind a shiny new Gulfstream-2 jet. The ramp guys even brought out a small red carpet which immediately blew away in the wind. The G2 belonged to Bruce Willis & Demi Moore. Demi apparently came from Farmington and they were visiting mama. From Farmington, we headed southeast towards Santa Fe skirting the high mountains just to the north.

We flew over Tucumcari, NM, followed I-40 east and landed at Amarillo, TX at 8:15 CST after 9 hours of flying.

The guy at the airport let us pull the plane into the hangar for the night. It was cool (40°F) and looked like it might rain later. If we returned in the morning before the boss arrived, he wouldn't charge us extra. We arrived at 7:15 AM the following morning, bought gas, gave the attendant \$5 for lunch and took off before the boss arrived. We headed mostly east staying north of DFW, crossing over Wichita Falls and Sherman AFB. We had been enjoying some light tail winds most of the way but now we had 20 mph on the tail giving us a ground speed of 205 mph. The Sherman approach controller asked if we had one or two engines in our experimental! We passed over Shreveport, LA stopping in Vicksburg, MS for lunch. There was a historic Civil war battle fought in Vicksburg and the battlefield is a national monument. We did a short air tour of the area and tried to see the Cairo – a Union gunboat dug out of the mud of the Yazoo river and on display. Kevin called some parents (Tom and Jennie Smith) of a very good friends of his who were counting on having us visit. They live in Pensacola, FL. From Vicksburg, we headed for Mobile and Pensacola. The military operational and restricted areas started to get closer together now. Pensacola is a class C airspace. Our transponder signals were not being received (for a good reason) and we were told to go to an intersection (which we couldn't find) to be radar identified. We circled an airport about 30 miles out and told approach control where we were. He apparently could either not pick us up or could not decide which blip was us. At this point, the Bonanza we had talked to over NM was approaching Pensacola and recognized us on the radio. He told approach he would find us and land as a flight of two. Neither Kevin nor I could believe it. The trip from Amarillo to Pensacola took 6 flying hours. The Bonanza had a flat left main gear strut and needed to have it serviced in the morning. Again, as at Amarillo, the ramp guys at Pensacola put the RV in the hangar for the night. Tom and Jennie treated us incredibly well. We walked on Pensacola's famous white sand beach were treated to a fantastic dinner, separate bedrooms, our own bathroom, taken out to breakfast and weren't allowed to pay for anything. Stopping there was a good idea!

We figured it would take two hours to get to Lakeland. Pensacola is so far west, it is in the Central time zone. We needed to leave by 10 AM to have an hour cushion before the field (Lakeland) closed at 2 PM for the air show. We departed at 10:20 or so and immediately had to call Eglin Approach. Eglin AFB is in the middle of a big restricted area just east of Pensacola. We followed a corridor over the beach to transit their airspace. There are notations on the chart that there are unmarked tethered balloons up to 17,000' (for tracking drug smuggling aircraft). There are also numerous 2,000' & 2,500' high TV & radio antennas without lights in the area. About an hour from Lakeland, a warbird called us and asked us to read the arrival instructions to him. As we neared Lakeland, the ceiling dropped to 1,500' and visibility was not great. I watched for other aircraft while Kevin watched for towers. The approach and landing at Lakeland was uneventful and much less "busy" than at Arlington last year. The left taxiway was used as the runway for all but the

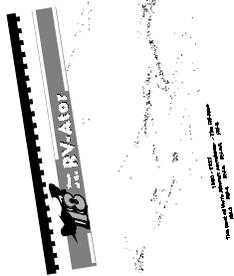
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warbirds and heavy iron. The trip took about 2-1/2 hours and we landed at 1:55 PM. A Lancair just behind us lost control after landing and ended up in a ditch damaging his gear and prop. The field was closed for a while because of the Lancair and the planes still in the air had to circle for 15 minutes. The air show started at about 2:30 but was stopped due to low ceilings. The prior two days, the whole Florida peninsula had very low ceilings and marginal VFR weather. A number of RV's had been parked in Mobile and Cross City, FL because of the poor weather Saturday and Sunday. We essentially flew behind the bad weather all the way.

Originally, we were parked in a Thorpe T-18 area (the ground handler mistook *us* for one of *them*). We moved to a camping area about a half mile past the end of the runway. It was a 2 mile hike to vendor booth area. We walked a *lot*. The fly in has 3,500 volunteers and was very well organized. There were frequent shuttles to just about anywhere you wanted to go. Kevin needed to go to the terminal to pick up a package (a 7 mile trip). A shuttle bus took us there, waited for us to run in and get it, and took us back. There was a lot to see and do. I looked closely at the Monex and liked it a lot. Its simple and cheap to build and maintain. I saw a T-38 jet trainer in flying condition for \$125,000. Van didn't have a

huge tent and elaborate display like some of the other vendors. However his sign indicating how many flying RV's there are said it all. I heard several folks trying to schedule RV demo rides (on Wednesday) and all the slots were booked up. Van's dinner sold out fast as well. Kevin & I must have arrived too late to get a ticket. For folks camping and not cooking, the food selection wasn't great. Oh well, we still had 4.9 pounds of snacks left...

The air show was good and had the usual stuff. The F-16 demo at the end was impressive. Stall does not seem to be a problem to a 25,000 lb jet with 35,000 lbs of thrust. The ultra lights were in a separate area. They looked like a lot of fun but I don't think anyone flew one in from Portland. We attended some of the forums and missed a few by lingering in the vendor areas too long. One guy spent an hour talking about metal prop maintenance. There is a large building for folks to sell their old stuff. Its all on tables with marked prices. There was a lot of identical looking items with vastly different prices. Kevin bought a pressure carb for \$50. It might even fit his engine. He also bought a new transponder and GPS. We both bought ANR kits for our headsets. A movie would be shown on a large screen TV each night. We saw G.I. Jane (Demi) the second night and a different one

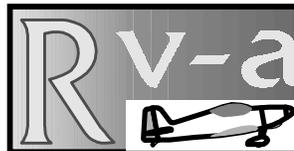


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by George Ornd

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the third night. It only rained briefly the first afternoon we were there (Monday). The rest of the time it was very nice. The camp area was sandy soil (what else) but there were no bugs, chiggers, or other biting insects (which I was told there would be in droves).

By Wednesday night, we were airplaned out and planned to leave for Columbus, Ohio the next morning. Kevin's parents live there and wanted to feed and house us (sounded good at this point). The FSS briefer told us there were IFR conditions over the eastern half of Kentucky and Tennessee. We decided to skirt this Wx to the west – a plan that worked well. We stopped at a small field at a college town for fuel and lunch. Two guys borrowed the airport car and took us to town for chow. After getting fuel, we departed for Columbus and landed at Ohio State's Don Scott Field after 6 hours of flying (total) to get there. While Kevin was giving a ride to his dad, I was trying to get a ride in a turbo 310 - no joy. About this time the right brake hardly would work. The pad was worn down to the rivets. We removed the shims originally put under the pad which helped a little.

After a good nights rest in a bed and getting fed, we headed west. We had head winds at all altitudes. The further west we got, the stronger they were. This day (Friday) would be our longest leg. We headed for Laramie. There, we could choose to cross the Rockies south or head north if the weather allowed. At Laramie, the wind on the ground had to be a steady 30 mph. The right brake had almost no action and taxiing to the FBO was an experience. The wind kept hitting the tail and turning us around. At the ramp, we were greeted by an RV builder (CC Brown) who was almost ready for a final inspection. He is an electrician and has done an incredible job of cockpit lighting. CC took his brake pads off his plane and put them on ours so we could continue on our way. He didn't want to go for a ride either because of the wind. There was a front to the west of us headed our way and we were trying to get as far west as we could and let it pass over in the night. That was our plan anyway.

We took off from Laramie on runway 25 (it's a taxiway) because of the wind and approached the mountains to the west. There was a large CuN cloud bank on top of the hills so we chose to go around to the north. At one point we went under a big dark cloud though what looked like a hole. It was raining quite hard and we even hit some small hail before we emerged on the other side. The next cloud was 50 miles away. We kept heading west towards Pocatello, ID against the wind all the way. We had to fly around some cells but they were fairly widely scattered. We landed at Soda Springs, ID about 40 miles east of Pocatello after flying for about 10 hours. We got gas, tied down and used the airport car to go to town for a motel. During the day, Soda Springs had gusts as high as 56 mph.

The next morning was beautiful and clear. We left for an uneventful final leg to Troutdale flying over Boise and John Day. Clouds had pushed up against the Cascades so we dropped into the gorge just west of Hood River. We arrived at Troutdale at about 10:30 AM after 4-1/2 hours of flying. We had light head winds this day and did not need to stop

for fuel.

It was a great trip full of good experiences. I'd go again – but probably not next year. Kevin's plane performed perfectly except for the brakes. Everybody treated us incredibly well. We spent around \$650 total for fuel and probably covered somewhere around 5,500 miles. Average airspeed was probably 180 mph. Total flying time was about 38 hours. We even still like each other!

Brian Moentenich

I AM NOT ONE TO RUSH INTO THINGS.

by Brian Moentenich

When build-it-yourself planes first appeared 20 years ago, they ignited a personal interest in aviation that simmered more than a decade before I signed on as a student in the cockpit.

I've wanted to fly since I was a boy. It took eight years from my first lesson until my check ride. A year after earning my pilot's license, I decided it was time to start building my own plane. Originally, I fell in love with Burt Rutan's LongEZ. However, I figured my wife and daughters would have sent me packing soon after the epoxy odors permeated the house. When Dick VanGrunsven told me most of the work can be done by one person, an RV started looking a whole lot more attractive. All it took to seal my fate was going for one of those \$30,000 free rides. In the fall of 1993, I began converting my garage into a hangar of sorts.

After four years and two weeks of time and 2,500 hours of sweat equity, my RV-6A was done. The construction manual and drawings leave a lot to be desired. They may tell you what needs to be done, but not how to do it or in which order. That's the fun part.

It took me five months to build the tail section, 15 to build the wings, 12 to build the fuselage, and 16 months for finishing and final assembly. Although I am a mechanical engineer, I had never done anything like this before. I didn't know what I didn't know. I figured I would learn as I went along. The Portland area has lots of support available. Any problem a builder is likely to face has already been faced and solved by others who are ready and willing to help. Sometimes I got multiple solutions suggested to me and then I had to decide which was best. Occasionally I called upon co-worker and fellow mechanical engineer and A&P to help with inspections.

Last Memorial Day, I surrendered my garage and moved my plane to a hangar at Troutdale where I prepared for September's successful FAA inspection and certification. The Troutdale airport is well-known to private aviators for wind gusts, strong crosswinds, winter rains, and ice. My maiden flight occurred when the wind was 20 gusting to 30. Even though the ride gets bumpy at times, the RV is a strong

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airframe. Since the first flight I try to fly a couple of hours every week. In terms of problems, a crack developed in the skin in front of the canopy which was repaired. I've also had a nagging problem with my alternator which is finally solved – I think. I was gone for a week and just found a rivet leaking from my left fuel tank.

I wish I had gone with electric flaps and trim and bought ready-made seat cushions. The engine starts and runs well, it flies as advertised (great) and I'm very happy with it. I am working on converting the wing tips into auxiliary fuel tanks. It really is like they say – you're never done building.

I have yet to convince my wife or daughters to climb aboard. The furthest I've ever flown is to Pasco – and that was in a C-150. Nevertheless, Kevin Lane and I are planning on flying to Sun-N-Fun in April. I also want to take it to a conference in Kansas City in early June and to Sacramento in late June. I have yet to tackle the tedious job of painting the aircraft. My wife has been very understanding about this sickness I have. However my roof leaks at home (thank goodness the hangar roof is ok) and I haven't mowed the grass for 4-1/2 years. Maybe in September I can get to the roof. .

...Brian Moentenich

BOEING SURPLUS

I have a little more time on my hands these days having parted company with my employer, and am planning on taking a trip up to Seattle where Boeing Surplus will definitely be on my "must stop" list. I've heard many stories over the years of people getting screaming deals on great stuff.

website is <http://www.boeing.com/assocproducts/surplus/>

Directions to the Surplus Store:

On I-5:

Take the Orillia Rd. Exit #152, turn East.

That is a right turn if North bound, left turn if South bound.

Follow Orillia Road down the hill. At the bottom of the hill Orillia Road becomes 212th.

Continue East to 84th Ave. South.

Turn left at light.

Turn left at the next light at 208th into our parking lot.

On I-405:

Take the Highway 167 / Auburn Exit # 2.

Head south taking the 212th St. exit, turn west.

That is a left turn if North bound, Right if South bound.

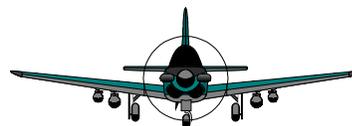
At the light turn right on 84th Ave. South.

Turn left at the next light at 208th into our parking lot at 20651 84th Ave. South in Kent.

Map included for your reference, I'll let you know what I find.

...Randy

Directions to Boeing Surplus



NAVAID INSTALLATION

Brent Ohgren is installing a Navaid wing leveling system in his RV-6. He's had numerous requests for info on how he installed the servo in the wing. The next two pages are scans from his plans with handwritten notes. If you'd like more info feel free to give him a call at 503-288-8197.

The Navaid system seems to be quite popular in the RV community, I'm thinking of including one in my RV-8 in fact. A few words about this system would make a great article for those of us who are contemplating them. Anyone listening?

Here's the drawings...



Top View - Left Bellcrank

Top View - Left Bellcrank

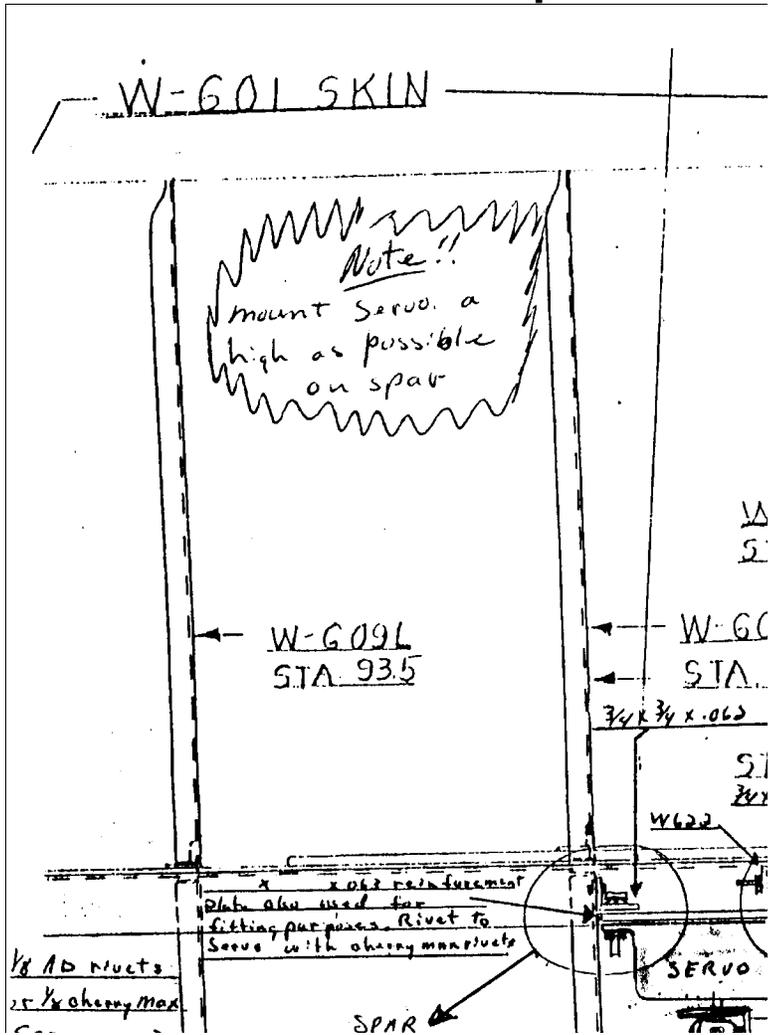
Attach point is intersection of outside edge of bellcrank and $3\frac{1}{4}$ " measurement from bellcrank pivot. Either make new bellcrank with extension or pivot on extension plate.

Notes!!
Be sure attach point allows full control movement when connected to Servo!
See Manual for Servo range of motion measurements.

Using this attach point
The bellcrank will allow full control movement when using the 1.6" radius attach hole on the servo.

← To Servo =
Approx $8\frac{1}{8}$ " overall

Top View - Left Wing



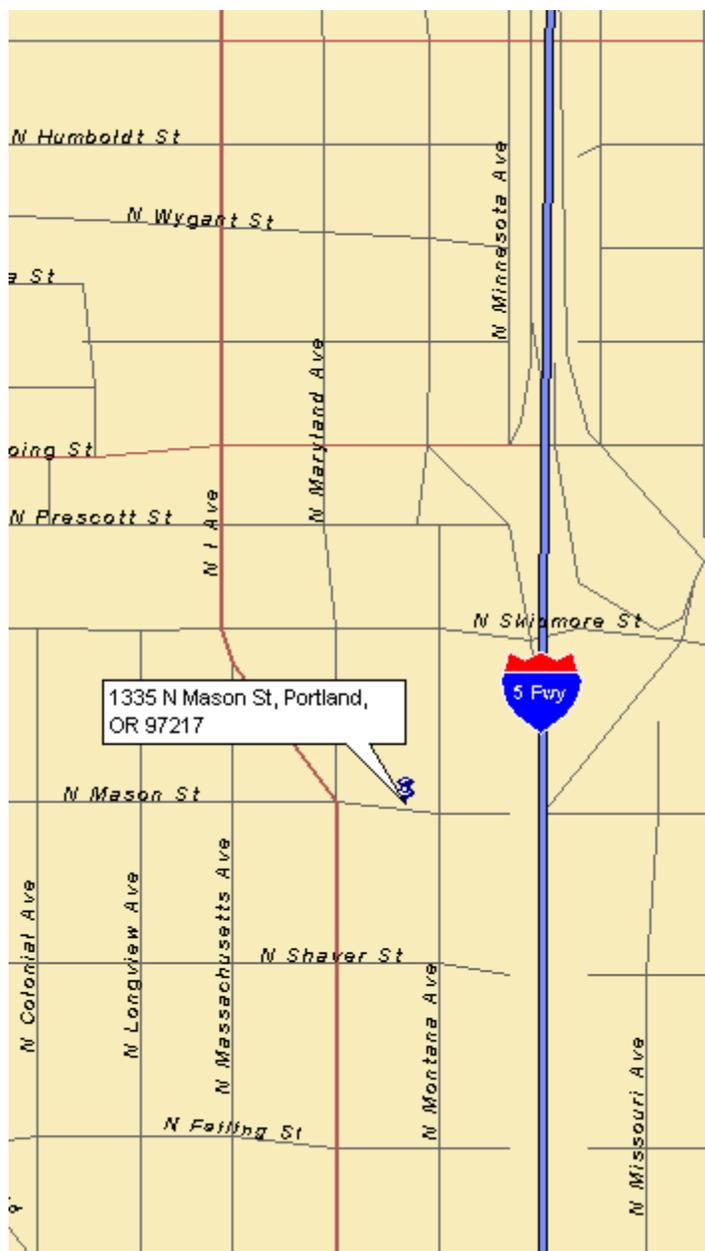
THE TOOLAHOLIC

HARBOR FREIGHT

A lot of us have gotten tools mail order from Harbor Freight Tools. But did you know that they just opened a new store in Portland? I didn't, Randall Henderson brought it to my attention. The address is 1335 N Mason street (I-5 N to Killingsworth, left at 1st light (Interstate), 3 blocks down on the left. Phone number is 503-493-2863.

I went there — ya gotta go! I grabbed quite a few little things I've been needing and it only came to \$25. I will definitely go back!

...Randy Lervold



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 voltabe 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.

CLASSIFIEDS

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

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

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

RV-6/6A Completed Empennage - Excellent workmanship, \$800 obo. Greg Halverson, 503-591-0105, 6/98

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

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

Hangar Sale! -

- New 0-320 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/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

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.



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