

H O M E W I N G



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

MAY 1998
Issue 98.5

Editor's Hangar

One of the bummers of taking responsibility for a volunteer organization's newsletter such as this is *getting content*. Behind the scenes I've been quietly e-mailing names of contributors passed on to me by Jerald and Kathy, and a few people have come through (thanks!). But in the absence of that I'm afraid you might just have to listen to me tell you about my RV-8 project, or more to the point listen to me whine about my lack of progress lately. The moral to the story is that hey, you don't need to be a writer to scribble down a few sentences about some trick you've stumbled on to. Of course flying stories are always great for the motivation level of us early builders. So if you don't want to read endless bits of humor that've been perpetually recycled around on the Internet, which I'll be forced to subject you to in the absence of anything else, then please contribute!

This past month many of you returned the survey forms I sent out. The next issue will have the summarized results of the survey. In this issue is the annual membership directory. I've attempted to provide some privacy by including cities only, no addresses. Hope no one objects, but we need a way to contact each other. I've sorted it by name so you can locate people easily, but if you'd like a version sorted by either state, city, or aircraft type just let me know and I'll send it to you that way — now that's service!

Lastly, let me apologize for not getting the review of Panel Planner v2.5 that I promised. I'll make every effort to get it done for the June issue.

Address change

One last housekeeping detail, please note my change of e-mail address for anything relating to the newsletter:

Old address: rler vold@compuserve.com
New address: randylervold@csi.com

Good building!

...Randy Lervold

Randle-Kiona Fly-in

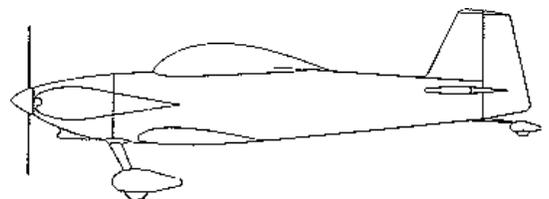
I wanted to get this notice out to allow everyone plenty of time to work out their plans for attending the second annual Randle-Kiona Fly-in. For those of you that were able to make it last year, you know we were truly blessed with fabulous weather...the same is on order for this year.

The scheduled date for this year is Saturday 5/30 and the rain date will be the following Saturday 6/6. We will get started about 11:00, bring your own lunch fixings and we will be providing the drinks and chips. The level of accommodations will be improved this year as my friends Steve and Bonnie have moved onto the airpark and live and recreate out of a 50' X 80' hanger on the west end where we will all be parking. If you are in doubt about the weather, call Steve and Bonnie in Randle at (360) 497-2245, we will make a go/no go decision by 10:00 that morning.

For folks that haven't been there before, the Randle-Kiona Airpark (WA54 on the old GPS) is about 5 miles SW of Randle, WA, which is between Mt. Ranier and Mt. St. Helens on highway 12. The airstrip is oriented east/west and is 2500' of fine pea gravel. There are some relatively tall trees on the east end and tall trees that have been cut away on the west end. No one should have problems getting in unless they are flying some pretty high powered iron.

This is not a public fly-in. The owners of land on the airpark are not responsible for any accidents or unfortunate happenings that may occur as you visit our strip. Please feel free to spread the word amongst the RV crowd and any other airplane drivers that you think may enjoy themselves.

Walt Cannon
(206) 524-7221
wand@seanet.com



March Meeting Recap

The April meeting was held Thursday, April 9th at the prototype shop of Van's Aircraft. Yes, that's right, we all went right to the mothership, the very think tank of everthing RV, and a memorable evening it was. The evening began with the arrival of Jerry VanGrunsven in his new RV-6A that had first flown about 45 minutes before landing at Van's. He sure seemed calm for someone who just did a first flight, but then he already has an RV-4 and from what I understand has been involved in building others. I sure hope I'm not that calm after my first flight!

We were able to duel in person over both the yellow RV-8 and the new equally yellow RV-8A. Somehow I forgot to take a look at the RV-9, where was it anyway?

Randall Henderson called the meeting to order and the following items were discussed:

- Randy Lervold (yours truly) showed an example of the output of Panel Planner software and renewed his pledge to do a review of the software for the May issue.
- Don Wentz gave an update on the Home Wing Fly-in. It is still scheduled for Saturday, June 20th, see an announcement elsewhere in this newsletter for particulars. He passed around a list for volunteers for; ground control radio, aircraft parking, car parking, t-shirt table staff, shopping & food setup, and flyer mailing. He still needs volunteers so please give him a call to get your name on a list.
- Frank Justice was looking for volunteers for the May and June meeting sites. If you'd care to host a meeting please give him a call.
- Bill Benedict of Van's showed some new accessories and also showed off several of the parts from the newer kits that got oohs and aahs from the earlier builders. Someone in the background mumbled "that's like cheating". Don't think so!
- Van showed the wing recently used in the RV-3 load test and answered many questions about failure modes etc.
- Van also showed a couple of recent videos he'd received.

See what you missed!

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



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: 5/14/98

The next meeting of the Portland Area RV Builders' Group will be held at Gary Miller's house in the southwest corner of Beaverton on Thursday May 14 starting at 7:00PM. Gary is building an RV-6A quickbuild kit and is finishing up his wings. He is also thinking about engine possibilities.



To get there from the north and east, go south on either Murray Blvd or 217 and turn right on Scholl's Ferry road, Oregon 210. Just after you go over the top of a hill after the road changes from four lanes to two, turn left at the Windsor Park sign (158th Ave).

If you are coming from Hillsboro take River Road to 210 (Scholl's Ferry Rd) and go straight at that intersection. Stay on Scholl's Ferry past Beef Bend Road and turn right at the Windsor Park sign on the right as you near the top of the next hill in a wooded area with new houses.

Go down 158th and turn left on Harlequin and go past Sheldrake, and go to number 12540 on the left. The garage door will be open. The phone number is 503-524-8269 in case you get lost.

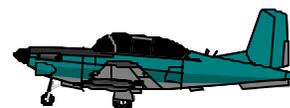
Steve White has arranged for us to get a tour of the instrument panel wiring facility at Pacific Coast Avionics at Aurora Airport in August, and Bob Haan will tentatively host a June meeting unless he has to travel. We could use a couple more fly-in destinations during the summer. One possibility is a project over at Hillsboro Airport that we may be able to get into. Bring your ideas to the meeting.

EAA CHAPTER 105 Pancake Breakfast:
First Saturday of every month at Twin Oaks Airpark, 8:00 am, \$4.00

This month: 5/2/98

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

This month: 5/21/98



Annual Fly-In: Saturday, June 20, Scappoose Airpark, (1S4)

Our fearless fly-in leader Don Wentz is hot on the case of this year's fly-in. Volunteers are still needed for many things so please contact Don and get yourself on one of the lists. Following are his notes on the preparations....

Volunteers for auto parking		
Time	Vol 1	Vol 2
9:00	Carl Weston	Glenn Stuhr
9:30	Colin Strong	
10:00		
10:30		
11:00		
11:30		

Volunteers for ground control radio - 129.25		
Time	Vol 1	Vol 2 - Backup
9:00	Randy Lervold	
10:00	Mike Wilson	Thomas P?
11:00	Don Winters	
12:00	Brian Routh	
13:00	Galen Godsil	Terry Jordan
14:00	Scott McDaniels	

Volunteers for Aircraft parking		
Time	Vol 1	Vol 2
9:00	Mike Wilson	Galen Godsil
10:00	Brent Ohlgren	Rob Hickman
11:00	Rob Butt	
12:00	Dale Wotring	
13:00	Pat Hammel	
14:00	Tom Louris	

Volunteers for T-Shirt Sales		
Time	Vol 1	Vol 2
9:00	Jeff Jasinsky	Randall Henderson
10:00	Bob Bruny	
11:00	Steve & Janet	
12:00	Bob & Sherry Haan	
13:00		
14:00		

Notes for Volunteers: Please try to show-up at the correct time. Otherwise the person you were to replace gets stuck doing too long of a stint.

We could use some more car and plane parkers. If you're not signed-up, look at the list and make yourself available. The list will be posted at the T-shirt table and with your Fly-in leader - The Duck (Hot Pink Hat).

Ground Control Radio - 129.25 - Direct traffic to proper parking - Park RVs together, direct 'others' to tarmac area adjacent to RV area. You may want to have a backup monitor 122.8 to help inform arrivals of the ground frequency. Keep radio traffic to a minimum, remember, this is an active, public airport.

Aircraft parkers should watch for safety, no taxiing allowed in parking areas (debris issue), help push aircraft AFTER asking pilot 'where to push/pull' THEIR aircraft. Always help them get their aircraft to a taxiway prior to engine start. SMILE and be friendly

Auto Parkers just try to direct people into more or less orderly parking pattern, and make sure nobody gets blocked in.

EVERYONE - We want these folks to bring their RVs back every year. Whenever you are looking at an aircraft, stay clear of the prop, don't touch anything, watch for swinging cameras on neck straps. Pretend these are your own RVs - if you see someone not following the guidelines, remind them of the time, effort, and pride involved in putting one of them together and courteously encourage them to respect that.

With ALL of us each putting in a little effort, this will be a very enjoyable, safe, and low effort event. Oh yes, keep your thoughts on GOOD weather for this year!

General questions to be answered before Flyin:

Flyer:

- 1 - Randall is designing Done
- 2 - Randall and Duck responsible for content. Done
- 3 - Who will make copies and mail out? Carl Weston and Greg Halvorsen
- 4 - Be sure it gets in nitr for June Done
- 5 - Randall will submit ad to local aviation rags Done
- 6 - Who do we send flyers to?
 - Get address info/labels from Van's?
 - Carl/Greg, work with Bill Benedict

Food:

- 1 - Usual menu (hamburgers, hot dogs, cold salads, pop, coffee, dessert) Yes
- 2 - Usual cooks (kids from church/local area)? Yes
- 3 - Who will own shopping list (quantities, etc.)? Janet Wentz, Jenny Hickman, ??
- 4 - Who will own doing the shopping? Janet Wentz, Jenny Hickman, ??
- 5 - Rion to order the usual assortment and machine from Pepsico. Done

Other:

- 1 - Need helpers to move picnic and other tables Friday night Don, Mike, Jerald?
- 2 - Need helpers for set-up Saturday am at 8 Show-up and help!
- 3 - Need helpers for clean-up, teardown Saturday afternoon Stay a little after and help!
- 4 - Need helpers to take picnic and other tables back Saturday afternoon Anyone with a pickup
- 5 - Need BBQs Done - Rion, Don, Rob

FROM: Dept. of Encouragement

Re: Your new airplane: your gonna love it by Michael Kosta

Test period: the Forty Hours is over!! It didn't seem to take that long. This is such a cool airplane the time just sailed by. Am I really through with the test period? No. As I said before, even the forty hours didn't seem as though it was going to be enough. Was it adequate for assuring the FAA (and myself) that the airplane demonstrated "no hazardous operating characteristics or design features and is safe for operation" (you have to write this in your log when

the test period is over)? Yes. We kind of knew that to begin with. But every airplane is made by a different manufacturer and must be test flown to demonstrate that.

I still have a lot of flying to do. I want to KNOW this airplane. And what a grand time I've had already; this is going to be a good friend. I need more accurate data for RPM/speed/altitude curves. Which mean more time trials. These, if done right, take quite a bit of time. As do climb trials. I still need data for flights under 5000 feet. If I do any testing not already demonstrated and logged in the test flight log, I am again restricted to the test flight area. Time trials? No, as I have demonstrated them safely already. This would include any further G testing or aerobatic maneuvers I need to further explore. I am not happy with my glide figures yet as I

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didn't want to do extended glides from altitude at idle with an OAT of 1-2C. All of which means I have to go out and FLY some more. And you know how I hate doing that!!

And with the test period up, I just got back from my FIRST CROSS-COUNTRY! Quite the trip, actually. Denver to Leveland. Texas. (Isn't it ALL level land in west Texas?) What a great flying machine this is! The main problem I found: this airplane goes too fast. (!) Sectional maps flying all over the place as I raced off of one onto another. I STILL like sectionals, though. I have this obsession with knowing where I am. Still draw the line and follow it. Found out several things on this flight:

Maps: take sectionals and WAC both to cover the area you are flying. This airplane goes so fast you may need an alternate airport not on the map your line is drawn on.

GPS: it is not infallible. Or maybe it is the operator. I had a flight plan programed in and hit "reverse" to come back home and it was getting me further off course the further I flew. How did I know? The Line on the sectional. What was the problem? The flight program has three legs to dogleg around DIA and the GPS needed to have the "to" flight plan deactivated first before the "return" was properly entered. Was trying to take me directly home. Over DIA. Yikes. Figured it out pretty soon, though. Won't happen again.

Trim: I have manual trim and really like the minute adjustments I can make as I scoot along. Found that the faster you go, the more sensitive adjustments are. Move the trim a little and you are suddenly at a different altitude.

Trim: it is nice, once your airplane is flying, to have gotten the airplane in perfect trim. Helps to build it straight, too. Once in trim, just a FINGER on the stick (I put mine on the shelf of the Infinity stick grip) is all you need to fly, making small little adjustments. A fast flying airplane offers a challenge to keep in the 100 foot altitude margin. What a blast.

Aileron trim: don't have it. Didn't need it. Dean Hall has his own aileron trim design on the trailing edge of the wing tip and he says it is the one thing he thought was too much effort for the benefit. I keep tanks switched every half hour. Helps keep the airplane in balance and awareness of fuel status current (if you don't have Matt's flow meter). Never noticed an out of trim problem.

Fuel: I am used to a 6+ hour endurance on the Cub (36 gal @ 5-6gph). Three hours in the -4 and you should be on the ground or have a good alternate plan. Which is my bladder/butt limit anyway. And usually you are at your destination by then (see the posts about more fuel on board). At 2500 rpm I went through 8.8 gal/hour and tore through the sky at

between 160-170 knots GPS down and back. Wow. Until I got into the wind.

Down: no problem. Return: that front/low garbage that is now plaguing the mountain states was a problem. Landed at La Junta, CO (old B-25 training base) and waited for DEN to clear (Ha! It never did) and took off in a 30 knot wind with no problems ("accidently" had to use the taxiway for takeoff as it was the only piece of hardpad pointing into the wind; all but one runway were closed due to construction. Do what you have to do to be safe). Just over 2.5 hours going down, longer coming back because of weather diversions.

This is a fantastic all around airplane. It flies great when you are out doging around and yet zooms you to a cross-country destination. In decent comfort, I might add. Back when I was trying to decide on a design, I had no idea then how right my choice would turn out to be. Thanks, Van.

You flyers going to S&F: fly safe, don't push your personal limits. You builders going: take LOTS of photos of RV parts: the underwing inboard section of the flaps; landing lights; canopies; cowlings; wingtips; etc. I found one of the MOST useful resources was photos of sections of other airplanes, not just the whole airplane. My photo file is arranged by section: wings, tail, trim, canopy, etc. The List wants reports, too, when you get home.

Keep building; keep getting to know your airplane.

Michael, RV-4 N232 Suzie Q
Exploring the relationship

If I did it (build another RV) again...

by Scott McDaniels

When I built my RV-6A I started out with just the cash for the Emp. kit (Ser. # 10 bought at a discount from another builder who had let it sit for about a year in the box without starting it) and a basic set of tools (come to think of it I think some of the tools went on the VISA card). I think you get the idea... I was definitely building on a tight budget. Over the 4 1/2 years or so that the construction took place the money situation did change some; though if I remember right a portion of the wing kit (you guessed it!) also went on the VISA card. By the time the airplane flew it had become "much" better equipped than I ever dreamed it would have (I think getting married to a great gal that made more money than myself, AND enjoyed helping me build the airplane; helped a little).

It was a well equipped 6A with basic IFR panel, all lighting required for night flying (and then some), a top of

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the line digital Nav/Com with glide slope, Transponder/encoder, and a Loran (I'd do a GPS now of course). It had a nice paint job and interior, and a Lycoming O-320 with a fixed pitch 3 blade wood prop. There probably isn't a single thing I would do differently... except the propeller.

Now there was nothing wrong with the prop. that I had. It performed well, and being a 3 blade it looked cool but... with what I know now, if finances allowed, I would go with a constant speed prop. The constant speed gives you the max performance that you can get in "your" airplane, in any given flight situation.

I would probably even stay with an O-320 (I'll save that for another article). Having a metal prop. up front saves you from any worry about rain erosion, rock damage, etc., and you have guaranteed long term durability. The flip side is that it does cost more. A lot more. And it weighs a lot more. For me personally it would be high on the priority list if I build again. I would be willing to give up a lot of the other bells and whistle toys to have a constant speed when the airplane was ready to fly.

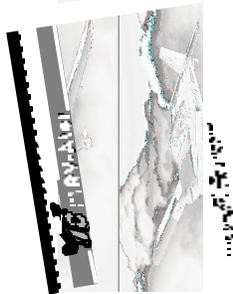
Now if you are building on a tight budget as I was on my first airplane, don't hesitate to use a wood prop if that is what will get the airplane flying. Hundreds of RV's are flying with wood props just fine, and doing it quite well. But to do away with the hassles of the wood I would probably choose the Sensenich fixed pitch metal (now available for the O-320 or O-360) as a compromise. They perform well and aren't priced all that much more than some of the popular wood props (compared to a constant speed with governor any way) Will I build again?... Most definitely. Will it have a constant speed prop?...I don't know, but it will be high on the wish list.

Next month...

Coming attractions!

- Panel Planner v2.5 review... I promise
- More articles on "What I would do differently next time".
- Survey results.

...Randy



18 Years of the RV-ator

360 pages of RV-ator articles, accurately reproduced and organized in the sequence as you build. It is everything ever written on the tail, wings, fuselage, finishing, engine, panel, props, etc. There is a chapter on all those neat tools, maintenance concerns, CG issues, performance, and on basic and sport flying techniques.

In short, if it was in the RV-ator, it's in here. No more searching through stacks of torn up newsletters. Satisfaction absolutely guaranteed.

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by George Orndorff

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RV-6/6A FUSELAGE	5 hrs	\$5150
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RV-8 FINISHING KIT	2 hrs	\$3600
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Great Advice

If you are active on the Internet, and the RV-related sites in particular, you are probably aware of who Sam Buchanan is. He started his RV-6 project last fall and is *absolutely ripping* along. This is quite depressing to those of us not moving quite as fast. In fact if one is not careful watching his progress as chronicled on his superlative website could be downright discouraging.

Don't be deterred however, let's learn from Sam. Following are his tips for keeping the building progress going, reproduced here with his permission...

I have received many comments on the pace with which my RV6 is taking shape. Several builders have asked, "How do you build so fast?" The answer is certainly not due to my exceptional shop skills (several on this list would probably leave my shop in disgust) but rather to a systematized and rational method of approaching the project. It is for the benefit of new and early builders that I submit the following thoughts about how to "work smart". However, all of use have limited time available for RV playtime, so it behooves all builders to get the maximum bang for their investment in shop time.

The construction hours listed in my builders log (<http://www.ath.tis.net/~sbuc/rv6>) are shop hours only. This does not include the time spent reflecting on upcoming tasks while in idle moments at the office or sitting on the thunder mug. And herein lies one of the keys to working smart:

- 1) *Hit the shop door running. I suspect many novice builders spend a great deal of time standing at the workbench just staring at the project. This is not productive shop time. The time to figure out how you are going to approach a task is AWAY from the shop. Instead of watching another mind-numbing sitcom, get out the preview plans and REALLY study the sequence of steps that you face in the course of completing the next task. And that brings us to the next step:*
- 2) *Previsualize your shop work. Just this morning I had my first Pro-Seal Party. However, the tanks are taking shape just fine because I have already build six sets of tanks. "HUH?" Yep, I have "mentally" completed several tanks by previsualizing the tools required, the steps necessary, and the mental prepping needed to "hit the shop floor running". When I started this morning, I already knew which tools I would need, what order in which I would proceed with the task, and had a pretty good idea of how long it would take to complete the task. Consequently, I had that feeling of "I have done this before..." And speaking of tasks:*
- 3) *Divide the project into small "tasks". An RV is by far the most complex project most of us have ever attempted. This thing makes those Christmas bicycles we assembled pale in comparison! It is very easy to be overwhelmed by the sheer magnitude of the project at hand. The way to conquer this*

feeling of helplessness is to forget that you are building an airplane, and concentrate instead on building airplane "Parts"! Just build the rudder....forget about how difficult the fuse may be. Or, break it down even futher....just build the stiffeners for the rudder.

Every time you walk into the shop, you should have the task in mind that you intend to complete by the time you leave the shop. Don't set the mark too high, keep in mind that your time may be limited. But if you want to work smart, you will never just aimlessly wander into the shop and try to figure out what it is you want to work on today.

Those of us how have been teachers see this as identical to the process we used to prepare lesson plans. The first step was to establish the objective for that day's lesson. Next we determined what "tools" (books, VCR, lab equipment, etc.) that we needed to attain that objective. We then made sure the tools were close at hand. And finally, we had a way to evaluate whether or not we met the objective.

It should be evident how this translates into our shop habits. It is very difficult to work smart if the shop is in a state of chaos. You need to know EXACTLY where every tool is stored. You need to know where those little brown bags with the little parts are located (you did inventory and label all the bags with their contents?). There is no reason why you can't do this headwork before you ever walk into the shop. Then as soon as you turn on the lights, fire up the compressor, take your first gulp of iced tea, you are ready to WORK!

Also, when you have completed the evening's task, the last thing you do before leaving the shop is clean the tools, return them to their proper place (unless you have REALLY taken this lesson to heart and have already previsualized tomorrow's task, and lay out what you will need then (In that case, You get a A+!)), and sweep up the filings. The whole point of this exercise is too prepare yourself and the shop for a "new task". This is key to feeling that you are making real progress and generating a pile of airplane parts. It also means that tomorrow you will arrive in a clean shop that is optimized for working smart.

Well, hopefully you get the idea. There is more to be said about the construction sequences used to maximize shop efficiency and personal fulfillment. I apologize for breaking the prohibition on verbosity, but hey, the whole point is to fly these critters as soon as possible so we can post one of those "First Flight" stories! I suspect that many projects have been abandoned because the builder "lost his way" and lacked a cohesive plan for seeing the project to completion. I readily admit that circumstances beyond our control can derail our projects, but let's be sure that it is not our own lack of shop discipline that is responsible for our RV becoming another orphan.

Sam Buchanan

sbuc@traveller.com

"The RV Journal" <http://www.ath.tis.net/~sbuc/rv6>

From the RV List

A few random bits from the RV List...

posted by: halk@sybase.com (Hal Kempthorne)

Sam Buchanan sent good advice for getting done soon. Here are some other ideas I only wish I followed more:

- Hire help with some parts. Check the rules but generally if you've done some, you can hire out the rest. Sanding, buffing, etching, priming, bucking, unpacking and sorting parts, cleaning the shop, etc.
- Use vendors for engine, panel, upholstery - the FAA couldn't care less on some items in a pattern that seems odd to me. You build the airframe and you can hire all of the rest.
- To get to test flight point, defer tasks not necessary for test flight, painting, upholstery, full panel, etc. It will probably take a few weeks to fly off restriction.
- Use all power tools, cleco tool, squeezer.
- Do shoddy work - or at least not show quality.
- Use hi-tech methods like the 3M super tape to replace some rivets, water based primer for internal stuff.
- Use sheet metal screws in some of the plate nut places - a plate nut takes 18 operations to install.
- Use more pop rivets than other builders do.
- If not near the salt chuck, don't prime alclad at all.
- Have lots of space to spread out, lots of tables.
- Have every needed tool and several of some.
- Wear a jacket or apron with frequently used tools etc in pockets.
- Organize tools and parts storage well - don't use little drawers.
- While working notice how many things you do that don't contribute anything to finished product.
- Look at other RV's in finished and partial states.
- Don't modify anything.
- Practice "eyeballing" measurements - sometimes it is the most accurate way.
- Have others bring coffee, food, band-aides.
- Be working on several different parts at once.
- When you get the kit, don't inventory the little \$ stuff - its probably there.
- If your time is super valuable, have a "nurse" to hand you tools, scalples etc.

Hal Kempthorne RV-6AQ -- Looking for hangar two
halk@sybase.com
Santa Clara, CA. Debonair N6134V @ SJC

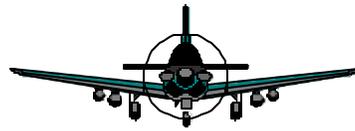
Posted by: hombilt@juno.com

Re the thread asking whether to buy a new skin because of an extra rivet hole. An old Chinese proverb says: Everthing needs a flaw in it for the devil to escape. I'd hate to think of flying my RV-6 around with the devil trapped inside. I have enough problems without hauling the devil around.

Cheers

Posted by: "J VanGrunsven" <rvforpla@pacifier.com>

This evening I got to fly the new RV-8A for the first time. The flight was for one delightful hour of cruising, slow flight, a whole bunch of stalls, wing overs, rolls, cuban 8s, and octaflugerons (untitled but pure fun maneuvers of all sorts that excite the soul) and 5 landings (2 on pavement, 3 on grass). Just one word discribes this newest anti-gravity machine from Van's "skunk works"; DELIGHTFUL, EXCITING, SENSIBLE, DESIRABLE, , PRACTICAL, take your choice. And yes, I like the nose wheel.



Tech Tips

compiled by Jon Elford

Electronic Compass

I was leafing through an issue of "Popular Mechanics" recently, and came across a new product that looks intriguing -- the "Co-Pilot Electronic Compass". Has back-lit LCD display that displays magnetic heading in analog and digital, along with clock and timer functions. Price is \$99.95.

Alas, I have already built my panel with a compass and digital clock. But if I had seen this unit before I built my panel I would have seriously considered replacing the wet compass and clock with this unit. Perhaps this info can benefit someone else. If anyone does decide to try it out, please bring it to a meeting so the rest of us can have a look. The number to call to order or info is 1-800-223-3073, product number 302421.

-- Randall Henderson

Screws in place of clecos

From time to time I've run into situations where I need a little more "holding power" than just a cleco provides. Some of the tool catalogs sell "wing-nut screw clecos" for just this purpose. But recently I ran into a situation (fitting my top cowl) where I felt I needed a number of these things (about 20), to hold the top skin and hinge at the curved portion, on so as to get the best possible fit. But at \$2.50 a pop I wasn't about to buy that many of the fancy cleco things! I found the answer at the local H/W store -- #2 machine screws and nuts. Kind of time consuming to install and remove, but they sure did the trick, and for about \$1.50 total!

...Randall Henderson

Annual Time Again ...update

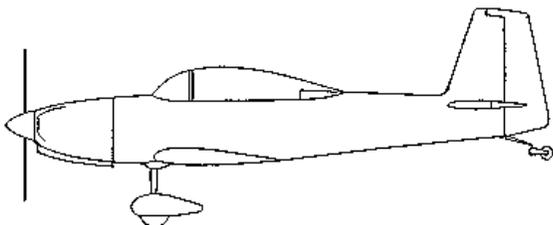
Oops, a little setback. Took the kids for a 3-day ski trip the last weekend in March. The snow and weather were both excellent and we all had a ball, but on the last run of the last day, I goofed-up in the moguls and messed my right ankle up good and broke the Fibula in my right leg! Ouch, that hurts! My first real injury in 30 years of skiing. It has really slowed me down on my ability to perform the tasks on my plane, but the doc says I should be getting around fairly well by the first week of May.

Oh, by the way, I've included a photo of the mold and pieces of my air filter housing. Check it out.

...The Duck



Almost finished pieces and mold for The Duck's Air Filter Housing.



A poem

Soft aluminum meets hard steel
sharp teeth chew, chips fly
jagged edges, smoothed by sandpaper
smoother still, silky smooth, over the plastic wheel
solid metal turns to dust
that covers everything

-- Anonymous

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.

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

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

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

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

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

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

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

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

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

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

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

WANTED

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

Wanted to purchase - Good flying RV-6A, Ola Vestad, viking@wolfenet.com 4/98

Engine Wanted - For RV-8 in progress, Bryan Stauter, oasis@oio.net 4/98



Home Wing Newsletter Subscription/Renewal

Please fill out and mail to **Randy Lervold, 5228 NW 14th Circle, Camas, WA 98607**, along with \$10 for renewals or new subscriptions. **Please make checks payable to either Randy Lervold or Home Wing.** If your renewing, you only need to give your name, date, payment method, and any other information that has changed. **Use this form for address changes too!**



Name: _____ Spouse: _____

Address: _____ Home phone: _____

City, State, Zip: _____ Work phone: _____

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

Check

Cash

Info change only

Comments: _____

Project:

RV-3

RV-4

RV6

RV-6A

RV-8

RV-8A

Status:

Empennage

Wings

Fuselage

Finish kit

Flying

Home Wing Newsletter
Van's Air Force
Randy Lervold, Editor
5228 NW 14th Circle
Camas WA 98607



Photo: Don Wentz's RV-6 (foreground) and Dennis Jackson's RV-4, with the Wallowa mountains in the background. Photo Randall Henderson.

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