

# HOMEG WING



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

November 1998  
Issue 98.11

## Editor's Hangar

Brian Moentenich has submitted two articles recently, one on his first long cross country flight in his RV, and one on his recent trip to Alaska. Only because it's timely I've included the Alaska story first — they're both *great* articles. Next month you can read all about his first long flight.

Even though I keep sounding like a broken record asking everyone to contribute, a few individuals have really done a great job providing a steady stream of RV lore for the rest of us to read about. I'd like to acknowledge the contributions of Don Wentz, Kevin Lane, Brian Moentenich, and Randall Henderson, without which our newsletters would have been pretty skinny. Thanks guys for taking the time to share with the rest of us when you could have been out flying!

Now, for the rest of you, c'mon, let's see a little something in writing!

...Randy Lervold

## North to Alaska

by Brian Moentenich

My job takes me some interesting places. Most of the time I fly commercial. Every once in a while, however, I get to fly my plane. Such was the case when I needed to visit Annette Island — about 20 miles south of Ketchikan, Alaska. This island is about as far south as its possible to get and still be in Alaska.

I had been there before six months ago. Traveling commercially, the only way onto the island is by floatplane or ferry. I had taken the floatplane. It was a DeHavilland Otter re-powered with a big turboprop. Weight and balance seemed to be — if it fit in the door, it was ok. During WW II, the Army constructed a large air base on the island — probably to defend the mainland from some invading force stupid enough to choose Alaska for a beach head. Anyway, they built a nice 8,000 ft. long hard surface runway. Commercial aviation used it some after the war — but it has been abandoned for years. The run-

way is still in good condition — the military does things right!

An indian tribe owns the whole of Annette Island. Metlakatla (population 2,200) is the only community on the island. This is a *small* community. There is one fuel pump, one hotel and one restaurant. You do not want to visit the restaurant or hotel. Even though it rains a *lot* there, the island is *dry*.

If the weather was good, I planned to fly my RV-6A up there on Monday, September 14<sup>th</sup>. I had a ticket on Alaska Airlines for the following day in case the wx did



*This could be you, keep building!*

*continued page 3*

## October Meeting Recap

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The October Home Wing meeting was at Brent Ohgren's aircraft manufacturing facility in central Portland. Hot dogs and munchies were enjoyed by all, along with a decent selection of microbrews. Thanks, Brent, for the hospitality.

Colonel Randall Henderson (it says so on his jacket) brought the meeting to order, and after new members were introduced and major milestones reported (none), Gary Dunfee gave a little seminar on electrical crimping which was very informative. Gary works with medical equipment and needs to make high-reliability connections for a living. He explained the various types of crimpers, their pros and cons, and recommend we use joint compound in our larger gauge crimps. Thanks for stepping up Gary, I know I learned a lot.

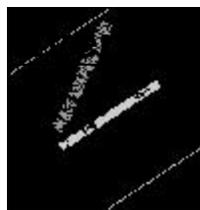
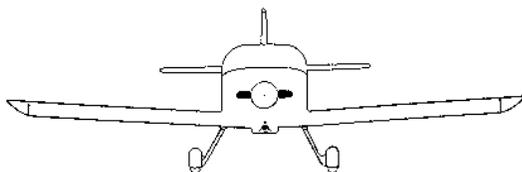
Greg Halverson then showed us a technique for the dreaded task of cutting the plexi canopy. He use a standard contractor's laminate cutter — basically a small router with a fine bit. He brought some scrap plexi and did a demonstration cut... very impressive. I know it's the technique I'll now use when I get to that point. Perhaps the club should buy this tool and the appropriate bits. Please bring it up at the next meeting if you agree.

I didn't confirm this, but Greg is reputed to have started on his -6 around the first of the year and is now mounting his canopy. Whoa, that's fast!

Several Van's folks were in attendance and, other than Ken's plea for articles for the RVator, had nothing new to report. Actually Ken's point is a good one, we really should contribute more to the RVator. This would be of course after you have contributed to this publication.

See you at the November meeting where we'll finally get to look at an RV-8 project. What's with all these -6's?

...Randy



## 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: 10/8/98

The next meeting of the Portland Area RV Builders' Group will be held at Richard Wood's house on Olinger Airstrip starting at 7:00 on Thursday November 12th. Richard is working on an RV-8 and just received his finishing kit. Richard's house is 33460 Bagley Road. The telephone number is 640-9453 in case you get lost. Olinger Airstrip is in a rural area a couple of miles northwest of Hillsboro.

**Directions:** To get there from the Portland area, go west on Highway 26 to the North Plains exit and turn left to go south. This is Glencoe Road. Follow it for about 2 miles and where it curves sharply to the left, make a right turn onto Wren Road. Turn left about ½ mile later onto Leisy Road, then right onto Bagley Road about ½ mile further. There is a row of about 15 houses along one side of Bagley Road, and Richard's house is a 2-story white stucco about halfway down the row with a big garage on the east side of the house.



If you are coming from the south or southeast, it will be shorter to go to the center of Hillsboro and get on First Avenue North going north. This turns into Glencoe Road as you go out of town. Where Glencoe makes a sharp left and then a sharp right, go straight at the second turn which puts you on Wren Road. Then follow the rest of the directions above.

We do not have anyone signed up yet for the December meeting. We would really like to get some visits to projects that are not very far along since almost all of our meetings recently have been at project that were almost finished. We haven't seen very many wings or empennages under construction recently. If you would like to host a meeting, call Frank Justice at 590-3991. It makes for a good excuse to clean up the workshop, and wives seem to like that.

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*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: 11/7/98**

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

**This month: 11/19/98**

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not cooperate. I did not have an aeronautical chart north of the Canadian border. I called Rite Bros. Aviation (the local FBO at Port Angeles, WA) to see if they had any. They did. My plan was to leave Monday morning, fly to Port Angeles, and then decide which route to use to get to Ketchikan. If the wx permitted, the coastal route was most direct and not too many mountains. Of course there weren't too many *airports* along that route either. My preferred route was to fly north-east of Vancouver up to Prince George, Canada, and then over to Ketchikan. Prince George is approximately 400 miles east of Ketchikan and just a little south. As it turned out, I didn't use either route.

On Monday morning, the Troutdale weather – which had been perfect for 2 months – was foggy. I packed the plane with everything I could think of (I had even made up a checklist for this) including basic survival gear. Just about the time I was ready to bag it, the fog cleared. It was about 1:00 PM. I decided I could still make it during daylight (no lights at Annette). Flight service predicted good weather all the way. The coastal route was marginal. Off I went & headed directly for Port Angeles – 200 miles away. I was halfway there when I realized my new Seattle sectional chart was still in the hangar. Oh well, I had a GPS, a Flight Guide, and a Seattle terminal area chart – press on! My transponder (which had just been in the shop) didn't seem to be putting out much of a signal. Boy those Olympic mountains seemed high! After filling the tanks at Rite Bros. I had 48 gallons on board – enough to fly for six hours. They did have a chart – it was a WAC chart (CE-15) and covered the entire area from Port Angeles to Ketchikan. Even Prince George was on the upper right corner. Checking with flight service confirmed that the coastal route was not good. I decided to fly inland about a 100 miles and go more or less direct. I filed a flight plan for Annette Island direct via Terrace, BC. A flight plan is required when over flying Canada. The distance was 600 miles. I just didn't think I had enough daylight left to head for Prince George.

Over Comox (halfway up Vancouver island), my GPS was painting a class C looking airspace. My chart did not show this. By the time I was able to talk to ATC, I was overhead (at 10,000'). He didn't yell at me so I must not have broken any rules there. Once you cross the Georgia Strait and head inland, the hills grow into mountains – high mountains – ice covered mountains. I think I heard my engine go into auto-rough about then. Of course, I had a head wind too. There are *glaciers* up there – big ones! I climbed as high as I could legally get – 12,500' and watched Mt. Waddington (13,200') slide by. While there are few airports along the coast, there are a lot less along the route I traveled. Every once and a while, I could actually talk to someone on the radio for a little

while. To that saying – “Trust in God and Pratt and Whitney”, I mentally added “and Lycoming”. At least the weather was good – scattered clouds and unlimited visibility.

Checking the chart, it looked that once I got to Terrace, I could follow some nice valleys – nice, low ones even though it added a bit of distance. I descended to 6,000 to stay under the clouds – but it wasn't any big deal. I had about a 20-mile stretch of water to cross and I was there. Coming in to land I spotted one motorbike and one car driving on the runway. I had plenty of time and they moved off to the side when they saw me. I found some tie down rings near the NOAA weather station where a C-172 was tied down. The tie downs were made of 1” thick steel bars embedded in concrete and spaced about right for a B-29. I barely had enough rope to reach them. The indians operate a lumber mill inside of the abandoned hangar. I called Ethel of Ethel's bed and breakfast (where I was going to stay) and she came to pick me up. It's a 15-mile round trip. Ethel's is a great place to stay. She also provides lunch and dinner and the use of her car too. One the first things she asked me was what type of drink I wanted. *That's* why I stay there!

There is no tourism here and no fishing charter boats either. Tuesday was a free day for me while others from my office flew up commercially. I had hoped to get a couple hundred pounds of Halibut – but no joy. I did go out on Ethel's nephew's boat and watch them catch 15,000 pounds of Coho in about a half-hour though. In the afternoon I picked up my co-workers from the float plane dock. One of them wanted to accompany me to Ketchikan where I could get fuel.

Departing the airstrip, I had climbed to 400 AGL when the engine quit dead. Without thinking it was mixture full rich, switch tanks, and pump the throttle. No runway was left and ahead - just a swamp with lots of small trees. Turn back – no way! Wait – there was a road paralleling our course a bit to the right and it was straight (no traffic either). That's where we're going if the #@&%# engine doesn't re-start! After about five seconds of quiet, the engine came to full life. I climbed to 2,500 AGL over the airport and switched back to the other (left) tank. The engine quits again. I decided to use the right tank for the duration of the flight. I was sure I had plenty of fuel in that left tank too. I had made my fuel pickup line like Van suggested. Maybe it was clogged with something (my tanks were not sloshed). I climbed high and departed for Ketchikan.

The Ketchikan airport has a single 7,500' long runway which is 50' higher than the terminal ramp. There is no tower – but flight service acts like one. Aircraft landing to the north turn around and back taxi to the south end to go down the ramp to the terminal. We followed a DC-9 in staying well back to allow him to get off the runway. When going down the

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ramp, we waved to the crew of a 737 heading up. They waved back - everyone seems friendly. When re-fueling, I really hosed it in good in the left tank hoping to clear the pickup - if that's what it was. I even made arrangements to bring it back to the maintenance shop if the problem persisted - I was still pretty sure I had plenty of fuel in the left tank. Departing Ketchikan (on the right tank and both tip tanks), I stayed over the airport at 3,000' and tried the left tank - it worked perfectly. Hmmm - and I was so sure I had plenty of fuel in it... Flying back to Annette, I tried the left tank several times - no problems. A Caravan called us before we landed and wanted to know what we were flying. They had followed us out of Ketchikan but probably couldn't keep up. After landing and tying it down, I decided I would take a different route home and not plan on needing the left tank.

I finished work at 2:00 PM on Thursday and intended to depart as soon as possible. While the weather was still good, a large front was moving in. The NOAA folks advised Prince George weather should be ok the following day (Friday). I filed a flight plan for Prince George and then called 1-888-CAN-PASS to advise customs I would be entering Canada. Departing at 3:00 PM, I mainly flew down valleys and over lakes to get to Prince George. The wx was great and the terrain friendly. Landing at Prince George, I topped up the tanks (90 liters), parked it (no tie downs available) and put on the canopy cover. Another call to Canadian Customs was all it took to get clearance into Canada (getting back into the US would not prove as easy).

In the FBO, I overheard two pilots saying "those RV's are everywhere". Someone (Kathy) from a nearby bed & breakfast drove over and picked me up. Going to her place, a small black bear ran across the road ahead of us. Kathy explained that the main thing to avoid was hitting a moose. Her car (GEO Metro) would go under it and its body would then crush us. Apparently hitting a moose there is not all that uncommon. The next morning, a radio traffic announcer was reporting a traffic tie-up due to a car/moose accident. It was also raining hard and had been doing so most of the night (so much for NOAA's forecast). The FBO at Prince George was very nice - soft sofas and a room with a large screen TV & satellite hookup for movies (for pilots). I was to spend the next day and 3/4 there. It was IFR all day - another night at Kathy's.

The next day (Saturday) was foggy and forecast to remain so until 10:00 AM due to all the moisture. Everyone there said if the fog wasn't gone by 11:00 AM, it wasn't going to leave. I met a 737 pilot who was ferrying a Citabria to Redmond who was stuck too. I told him If I could get out on a special VFR departure clearance, I would. He said he would never do that. About 3:00 PM it had cleared about as much as it probably would. Off to the west it was very icky (pilot talk

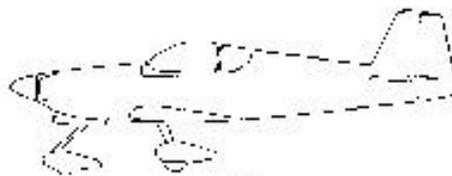
for definite IFR). To the east, I could see some hills about 5 miles away with patches of sunlight on them. The field was reporting a 500' ceiling and 1.5 miles visibility. South of Prince George was broken clouds and 10+ miles visibility. I figured I could fly over near those hills and get back if necessary (the conditions at the airport had been generally improving over the previous 2 hours). I called US Customs in Bellingham & advised them of my expected arrival time - 5:30 PM. I got a special departure clearance and taxied out. I noticed the 737 pilot in the Citabria was right behind me. Getting up though the broken layer was easy. I could fly above broken clouds in but not fly VFR on top (not ok in Canada).

My intent was to fly due south and stay over the Fraser River. If the clouds began to close in, I would get down into the canyon under them. I stayed at 12,500' most of the way. The cloud were thick and solid to the west - but over the canyon they remained broken. I was enjoying a nice tail wind and say 180+ knots ground speed a few times. About a 100 miles from Bellingham the broken layer I was above was becoming solid. I descended to 2,500 msl and entered the canyon. It's fairly twisty and had steep walls. Most places I could turn around. It was narrow enough though to not permit looking at a chart. All I had to do was follow the canyon and watch for traffic and wires. The closer I got to Bellingham, the better it got. Landing there at 5:15 PM, it was sunny and almost clear of clouds. The Customs guy asked me a bunch of questions and collected a \$25 fee. It was not a tax he kept saying. The US has a telephone entry system like Canada. You need to send in the paperwork at least six weeks prior to returning, however. The fuel office was open but nobody was home. I figured I had enough to get home - so I departed without re-fueling.

The remainder of the trip back to Troutdale was uneventful. I had to descend to 1,200 over Puget Sound west of Sea-Tac because of low clouds. South of Tacoma was much better (8,000' ceiling). I arrived at Troutdale at 6:30 PM (still had that tail wind) with plenty of fuel left.

My cross-country flying is done for this year. Getting that IFR ticket and an IFR panel is starting to look more attractive. I have all winter to think about it.

*...Brian*



## On Lycomings

compiled by Kevin Lane

(I extracted this from the article "How Worthy Is Your Engine?", by Kas Thomas, writer of "Aircraft Engine Basics". This may be the first in a series of excerpts if you find it interesting)

Most owner-operators are convinced that their engines will go the distance and make it to TBO. The plain truth is that some are more likely than others because critical design choices such as piston & valve metallurgy, compression ratio, rpm, turbo system layout, and intercooling. For the RV builder I picked some of the possible Lycoming engine choices, and a few for laughs...

**O-235-L2C:** Tomahawk/152 engine-prone to massive lead deposits, but otherwise fine engine capable of 2400 hr TBO when using LW-18729 pistons. Vigorous leaning helps. Mushrooming pushrods because of solid lifter design.

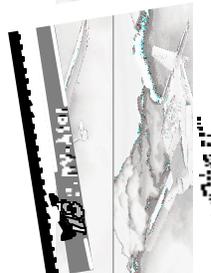
**O-320-E2D:** (150hp) the only O-320 engine to use O-235 main bearings. A good, stout engine worthy of a 2,000 hr TBO as long as exhaust valves are watched for burning, thinning, and wobbling (S.B. 388B). Runs well on auto gas.

**O-320-D2J:** (160hp) Watch for valve sticking; compliance with S.B.388B every 400 hrs. a must. Otherwise a good engine.

**O-320-H2AD:** (150hp) pull and inspect lifters to catch incipient cam spalling.(usually #1 intake lifter goes first), most won't see problems though. Many go 400hrs past 2,000TBO.

**IO-320 series:** excellent, highly reliable engine series, often pushed past TBO with success. Many are elderly, over 30 yrs old since overhaul, and subject to oil pump AD's and parallel-valve guide concerns.

**IO-360-A/C/D/J** these 200hp four bangers are highly loaded, somewhat vibration-prone with a tendency to use a quart of oil every 4-5 hrs. TBO from 1,200 hrs on early models to 2,000hrs on later models with improved camshafts and big bearing dowels. Watch out for valve sticking, crankcase cracking, and high oil temps.



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RV-8 FINISHING KIT	2 hrs	\$36.00
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**IO-360-B/E/F**; parallel valve derates to 180 hp. which allows most engines to make TBO with no problem.

**O-540-B**: 235hp parallel valve is one of the strongest, most TBO worthy aviation engine around. Low compression ration allows auto gas and reduces lead fouling with 100LL.

**IO-540-D/N**: 260hp from Comanche give good service and can be counted on to give 2,000hr TBO.

**O-290-D**: out of production for 25 yrs, ex-ground power unit, 125hp used in thousands of Super Cubs, Pacers, and Tri-Pacers, carries 2,000TBO, the 135hp D2 goes 1,500TBO. Good top-end parts, salvage will remain strong another decade.

**IO-360-B1A**:with Simmond Precision fuel injection terrifyingly expensive to overhaul, buyer beware.

**O-340**:thought you knew all the Lycomings, right? None know still flying.

**IVO-540-A1A**:TBO 600hrs, shortest ever, used in 5 pass. helicopter.

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## Been There, Never Done That Before!

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by Kevin Lane

Bob Neuner and I left TTD on a Friday morning recently on our way to the Reno air races. The weather was marginal but if we could get through the gorge it would improve as we traveled south. Troutdale was reporting the unseasonably winter-like winds of 270 at 25 with gusts to 32. The ride up the gorge was moderate to severely turbulent. I discovered the wing leveler had it's limits.

I slowed the engine down to 1,800 rpm to slow us down to maneuvering speed. The ceiling kept getting lower and lower. With the poor visibility and turbulence and cliffs all around I wasn't watching all my gauges very well. Bob yells at me, "look at our air speed". We were doing 200 mph at 1,800 rpm and showing 240 mph ground speed. That Sensenich fixed pitch was running, what, 150% efficient? I realized those stick vibrations had been telling me something.

Finally at Cascade Locks Bob squinted and said something like "I think if we get around this corner it gets better". The ceiling had become a wall and I turned around, realizing that we now had headwinds as high as 70 mph. We had been pushed faster than that prop could turn. There's something to learn on every trip.

...Kevin N3773 RV-6A 280hrs.

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## Is Flying Really that Expensive?

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by Don Wentz

*Many people think that we must be rich guys, owning and flying airplanes. Is that true?*

I don't think so. Look at a typical RV (airplane, not motorhome knucklehead!). I think the average RV costs \$40 to \$50K to build. It shouldn't be that much, but so many folks spend a lot in their panels these days, and that adds-up fast, and we all know what those gold plated Lycomings cost. Many, many Cessna, Mooney, Piper, Citabria, etc., aircraft can be bought used for \$25 to \$40K. Sound like a lot of \$\$?

Compare that to the average car - SUVs (Suburban, Explorer, even Lexus for God's sake) - \$30K to \$60K, BMW - \$30 to \$70K, need I go on? How about those Ski Malibu boats? Got to have a ski boat - \$20 to \$40K, or even a 'Personal Watercraft'. Those annoying little things can cost \$5 to \$10K each, and a family needs at least 2, right? Motorhome RVs? The sky is the limit on those. Great if you're retired, but most families use them a handful of times per year. That's a lot of scratch sitting in the driveway.

What about gas for those airplanes? Fortunately we are able to buy Avgas for \$1.68 to \$1.90 in the local area. At that rate, I average about \$40 a week for gas in my 180hp RV-6. A typical week of flying would include 2 trips to work (Scappoose to Hillsboro) with an after work flight to Twin Oaks or some other local strip for a mtg, and a Saturday flight, typically to breakfast. I often get 3 or 4 days of flying on one \$40 to \$45 fill-up, mainly because the RV is so fast that it doesn't take much time to get anywhere.

For example Like the other day; start at Scappoose at 7am, a quick run low over the Columbia, wave to the tugboat and up, over some fields for some rolls, then over to HIO to land and taxi to parking. That evening, head back towards Scappoose, decide to do a landing/takeoff at Woodland, then back to Scappoose. When I shut-down and enter in my log-book, the grand total is 0.9hrs for the day's flying. Not bad.

Now, how to pay \$40 a week for gas? Well, working in high tech, I'm surrounded by the yuppie genre. Spend any time in our cafeteria, and you'll see them at the espresso bar, \$3 minimum per hit, often \$4 including tip (go figure, someone charges you \$3.50 for a cup of coffee and you TIP them?). I know folks who buy 2 to 3 of those PER DAY. How about that Bento bar. The typical lunch in our café with drink (no dessert) is about \$5. So let's add it up:

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\$3 coffee x 2/day = \$6 x 5 days/week = \$30. Now, let's add lunch: \$5 lunch x 5 days/week = \$25.

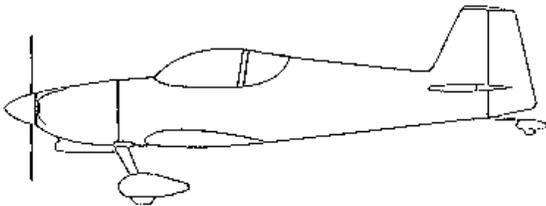
So, with no effort at all these folks spend \$55 a week. Out of fairness, I have coffee and lunch too: \$0.80 for a large, non-Starbucks (\$1.20) coffee x 5 days/week = \$5. \$1 or less for a homemade lunch or a bowl of soup from the café: \$.90 x 5 days/week=\$5

So, I typically get by on about \$10 a week. There, I've paid for that expensive avgas and 3 days of flights! Sure, regular coffee and a bowl of soup don't taste as good as the yuppie stuff, but, guess what? It's WORTH it to me, that Avgas 'tastes' much better!!

There are many more examples of areas where you can go 'trendy' and blow bucks by the thousands, or go a little sensible (no wonder they say I'm 'tight' or 'cheap'), and have all those bucks to spend on something that matters TO YOU. You just need to decide what those things are.

BTW, as my RV approaches 5 years of age, it's value is still approximately 1.5x it's cost to build. What do you suppose it is for the SUV, boat, or Motorhome after 5 years?

...The Duck



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## Anonymous prose

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“Emerging from the dreams of ancient men.

Given wings of aluminium,  
sinews of woven steel,  
and the collective yearning of  
ten thousand years, we fly.  
And as we slip into the heavens  
the thread of their dreams  
becomes the fabric of our reality.”

...anonomous

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## On new skills and keeping current

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by Kevin Lane

Just as I was amazed to discover the RV assembly instructions don't have mileposts telling you your percentage completion, I am also surprised we don't offer demonstrations at each monthly meeting. When working with other RV builders I always seem to find details or techniques they do differently. It could be something as simple as leaving a clecoe in place or a faster procedure for nutplates.

I was once at a seminar in NH where a Canadian was demonstrating the ancient scribe method of timber framing in total silence since no one else spoke French. He took his pencil and marked a length on a timber with a simple stroke ending with a curled tail. I immediately realized that was how he indicated which piece was the scrap. How many thousands of times had I marked lumber with three strokes? So elegant and neat. Anyway, I think a small demonstration at each meeting could benefit us all. I'll bet that it isn't just Randall and Chris who have a cache of “surplus” parts to cut, dimple, or rivet. Walking through the procedure for, say, installing the horiz. stab. is sure to bring out many do's and don'ts. How do you measure pro-seal? How about the first time? Others could also get a chance to try out some of the tools they wish they had.

One time I read, on the RV-list I believe, of someone who had made up a very detailed list of tasks to build an RV. If we could get a copy of this and create a chart of tasks vs. builders names then at each meeting the builder could update his project status by filling in the appropriate boxes. At a quick glance you could see everyone's progress. It would probably take a large plotter to print the chart. When planes reached flying stage then maybe they could enter hours flown (or indicate completion of their 4th set of gear leg fairings!) For the slower builders (and Van's employees) there could be a spot for fly-in breakfasts, just so they would have a box to fill in.

So how about it, anyone interested in a demo or mini-seminar just like Gary Dunfee or Greg Halvorson did last time?

...Kevin N3773 RV-6A

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-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

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

From the Minnesota Wing nltr:

Complete Firewall fwd off of Arrow. Includes FI IO-360 180hp and 76" Hartzell prop. Engine was removed from Arrow in 90, prop is 86hrs since overhaul but hasn't run since 92. Engine is 5400 tt, 2nd major was at 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

(I guess nobody wants anything this month)

Use 'em!

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

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

...Randy

## The Tool Exchange

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

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

Other benevolent members also have tools they may be willing to loan. Let the editor know if you have jigs, tools, shop space, etc. to loan, exchange, or otherwise provide — at NO COST — or if you are looking for something specific to borrow. And whether your item is listed here or not, go ahead and bring it to the meeting.

Item	Owner/Lender	Phone / e-mail
Custom cutting wheel mandrel (for cutting your canopy)	Stan VanGrunsven	
Prop tach (calibrate your tach)	Butch Walters	360-636-2483
Engine stand	Don Wentz	503-696-7185
Engine hoist	Norm Rainey	360-256-6192
Precision chemical scale (for measuring Pro Seal)	Brent Anderson	503-646-6380
Surveyor's transit level (handy way to level wing and fuselage jigs)	Bill Kenny	503-590-8011
Back riveting contraption (large, counterweighted bucking bar and suspension system and offset back rivet sets)	Bob Neuner	503-771-6361
Lead crucible (for melting lead for elevator counterweights)	Doug Stenger	503-324-6993
Table saw taper jib (for tapering wing spar flange strips)	Carl Weston	503-649-8830

## Subscriptions Due

Look at the date under your address on the cover. THAT IS THE DATE YOUR \$10 IS DUE. Use the form at the back of this newsletter to subscribe or renew. If you are paid up but the date doesn't reflect this please send the editor an e-mail.



## Home Wing Newsletter Subscription/Renewal

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

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

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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