

HOMECOMING

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

OCTOBER 1998
Issue 98.10

Editor's Hangar

I'll be brief — this should be a pretty good issue. Don Wentz has created installment #3 in his series on "What I would do differently next time" and it's very insightful. (thanks for continuing to write Don!)

Also, my fuel tanks are now done and almost fully installed on the plane as of today. What a great experience I had, read all about it inside. I know you must think I'm nuts, a good experience with ProSeal? But I've discovered an incredibly pleasant way to build tanks and deal with ProSeal as you'll read.

Political correctness

As I sit here on Saturday morning putting this issue together (when I could be out in the garage finishing my tank installation) I can't help but reflect back on something Randall Henderson told me when he was trying to talk me into taking on responsibility for this publication... "hey, do what you want to with it, you're the editor". Ok, that sounded good. Since most of us spend all day being politically correct at work, or at least trying to be, maybe a volunteer organization is the place where one can get a little provocative. After all, what are they going to do, fire me?

Therefore I hope you don't mind if I get a bit ascerbic, irreverent, or opinionated at times. If I offend anyone I apologize right up front, I'm just trying to have a little fun and hopefully stimulate some thought and conversation. Your feedback is always welcome.



...Randy Lervold

This could be you, keep building!

The 1998 Homecoming

This year's Homecoming seemed to me like a textbook event... beautiful weather, a record number of RVs, and plenty of people to talk RVs with. This is a brief review from the perspective of a not-yet-flying builder.

Indeed it probably couldn't have been better, unless of course I had *my* plane to fly in! My wife, daughter, and I attended Saturday's activities until almost dark and had a great time.

We spent the bulk of the afternoon walking the flight line scrutinizing RVs. Us not-yet-flying builders are always the steely eyed critics you know. We then spent some time sitting up around the approach end of the runway watching arrivals and of course critiquing landing technique. My wife heard for the first time the drumming sound of an aluminum airplane landing on an unpaved strip and said "that sounds like it's going to fall apart, you'll never get me up in one of those". We'll see about that.

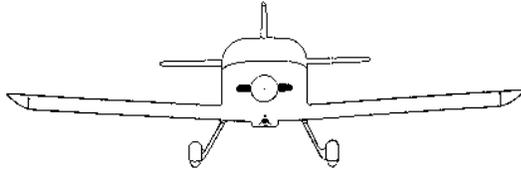
Boy, what a bunch of hungry people! The dinner line formed quickly and the mounded plates departing the end of the line quickly depleted the caterers supply. No leftovers from this one.

We gathered that the obvious activity to do right after dinner was to jump in your RV and go flying. Not to be rude to the host, but with a beautiful evening beckoning and your own RV sitting out there on the flight line, well how could anyone resist. I'd be doing exactly the same thing.

Since we didn't have an airplane to fly we did the next best thing... we spent the evening sitting about half way up the runway watching the departures. No one counted, but there must have been 50 planes that departed within an hour. Just so you flyer's know, a group of about eight of us watched each of you take off. We could tell from the sound whether you had a fixed pitch or constant speed prop. We watched your takeoff technique including whether you lifted your tail or not, whether you used any flaps or not, and in general how your engine sounded. Hey, if you didn't have a plane to fly you'd probably do the same thing.

I'd love to write this review from the point of view of a now-flying builder, but I'm afraid that will most likely be the year after that.

...Randy Lervold



Calendar

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

September Meeting Recap

The September Home Wing meeting was held at Randall Henderson's house in Beaverton. Apparently there have been several meetings at Randall's over the years. Randall certainly win's the award for the most efficient and creative use of garage space that I've seen so far. Upon driving up I knew I was probably at the right place due to the extensions build onto the front and back of the garage that looked suspiciously like they would house an RV project. Very creative!

New members and guests were introduced, no major member milestones were reported, even the Van's folks had nothing new to report. Randall then took us through his RV-6 project. He's been at it for six years now and is in the final stages. Most of the major components have been done such as fitting the cowl and canopy, but were not installed during our meeting. It therefore probably didn't appear to be as far along to the non-builder, but he's close. After a bit more panel work he might be getting really close. Whaddaya think Randall, maybe this winter? Personally, I fell in love with his B&C alternator. I've never seen such a cute thing.

The hospitality was wonderful; great beer & softdrinks, great munchies, and especially great cookies! I didn't see who kept baking fresh ones and bringing them out, but I'll assume it was hiswife Jeanne. Of course the credit for the hospitality should I'm sure go to her, so thanks Jeanne. (Randall, I know, you'll treat her to a ride in your plane when it's done, and she's supposed to feel like listening to you whine about it for six or seven years and spend all that money was worth it, right? I'll probably do the same thing with my wife and be completely incredulous when she doesn't even want to go for a ride. Sorry, couldn't resist, which brings up a great idea for an article for someone to write... the spousal point of view. Someone take the hint!)

...Randy

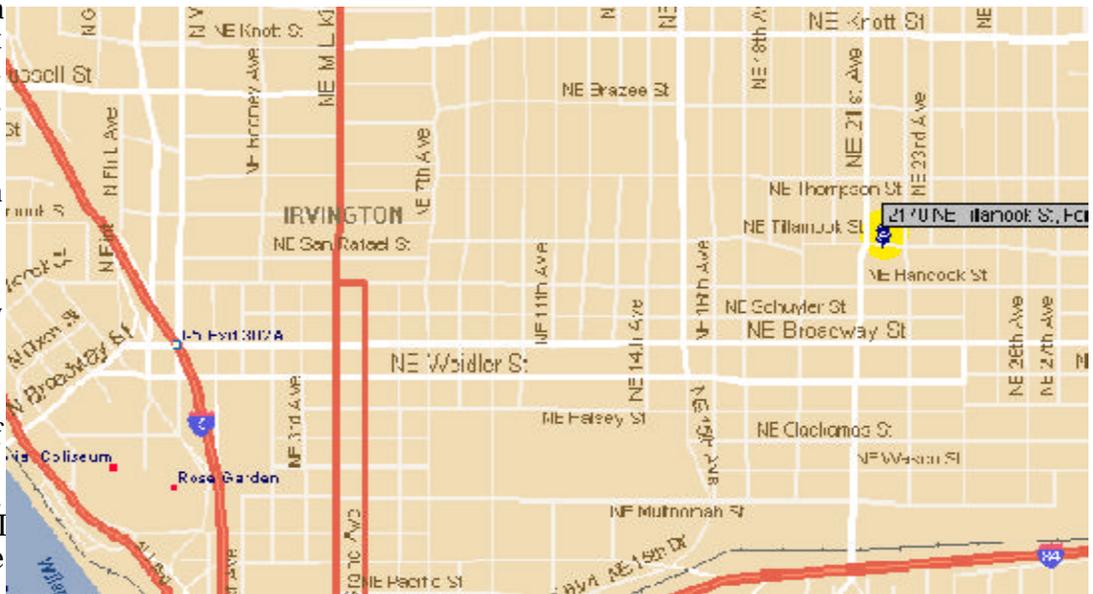
MONTHLY MEETING:

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

This month: 10/8/98

The October meeting will be at Brent "The Toolmeister" Ohlgren's. His phone is 503-288-8197 and his address is 2147 NE Tillamook, Portland.

Directions: From I-5 north or south, take the Coliseum exit, go 1 block east, take Weidler (1 way headed east). Go to 21st, turn left, cross Broadway, couple of blocks road will T, turn right, you are on Tillamook now. It's a large Spanish-style duplex on left, park in church parking lot on right.



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: 10/3/98

EAA CHAPTER 105 Monthly Meeting:
Third Thursday of every month at the EAA 105 hangar/clubhouse, Twin Oaks Airpark, 7:00 pm
This month: 10/15/98

The Aviacomp Solution

by Randy Lervold

In making the commitment to build my RV there were (are) two necessary parts of the entire project that I just couldn't get excited about. I actually enjoy, and am looking forward to, airframe construction, engine and systems installation, panel and wiring, and all the other sub-projects one needs to take on in order to complete an RV. What I was dreading (I'm sure you will be surprised) was first, fuel tank construction, and second, canopy installation. Why? Well, the tanks require you to get involved with that universally dreaded polysulfide-type B2 grade fuel-proof adhesive known as ProSeal. It's not the ProSeal itself that scares me, but rather having to build something with it that in the end *doesn't leak*. I don't know why but I've had a probably irrational fear of this right from the get go. It just seems like such an imprecise and messy construction technique, and on such a critical component. Why can't Van's figure out some sort of pre-welded aluminum tank like a GlaStar has? Of course I know the answer.... low cost and low weight. Still, I was abosolutley dreading doing the tanks.

That notwithstanding I got to that point in my wings about a month ago and started in. This is of course after I procrastinated and built my ailerons and flaps first. Ok, the basic construction is just skin, ribs, and brackets just like anything else... no problem, at least until I get to the ProSeal part. Just then a message came up on the RV List referencing a guy in Scappoose who built tanks, and supposedly did so very well. This particular poster had just had his RV-6 tanks built and was very pleased. Hmm. I took the number and called it. I had a very enlightening and pleasant conversation with one Don London of Aviacomp. Turns out he's listed in the back of the latest issue of the Van's Accessory Catalog and I hadn't even seen it. Shame on me.

Don very patiently explained to me that he had been building tanks for a long time now. He had sold the business a couple of years ago to a fellow in Vancouver, Washington, but recently required it and was back in production in his own shop. Without divulging proprietary techniques, he explained that he has a system of jigs and procedures that turned tank construction into more of a manufacturing process than the individual builder's hand assembly. Don estimates that he's built over 200 tanks over the years.

Wow, this sounded too good to be true! Of course I had also been warned by Henry Gorgas of Aircrafters way back during my introductory builder's class that to build a tank without specifically matching it to the individual spar was inviting problems. Still, Don had a jiggging system that *should* assure proper alignment, and with all the prepunching how could I go wrong? (more on this later) Besides, he was within driving distance and I wouldn't have to mess with packing the parts and shipping charges.

I decided to take the risk and made an appointment to drop off my parts. Don first faxed over his price sheet along with a prep list that includes a simple checklist of what you're supposed to bring. He even lists the small parts by bag num-

ber... couldn't be easier. When I stopped by he happened to have a set of RV-8 tanks partly done and offered to let me inspect them. I looked them over pretty thoroughly and was highly impressed — very meticulous workmanship. Don believes that a properly built tank uses a minimum of ProSeal. We all know that a little bit *in the right places* is all it takes. Many builders glob more on as added insurance, not Don... very tidy construction.

Don said it would be "about three weeks" and that he'd call me when I could pick them up. As anxious as I was to get them back, no way was I going to call him early and risk rushing him. "Take all the time you need to do a great job" I told him. Sure enough, he called in about two and a half weeks and said I could pick them up the following Monday.

Oh boy, I felt like a kid getting a really cool Christmas present, almost giddy with excitement — pretty embarrassing for a 45 year old guy actually. Some people might think it was a bit strange to get so excited over a set of fuel tanks... something only an RV builder would understand I'm sure. You do understand don't you?

This was a landmark event. If this was successful I would totally avoid all tank construction and the associated ProSeal phobia. All the stress and consternation that goes with this entire project would be avoided, just like slipping a punch. Also, it would accelerate my building timeline by probably two to three months with the way I would have picked my way through the ProSeal ordeal.

On Monday, September 14th I made the drive to Scappoose for the pickup. Don had the tanks set out and waiting, very businesslike. They were beautiful, almost breathtaking! I ran my hands and eyes over the skins along the rib rivet rows and couldn't detect a bit of deformation or indentation. The end ribs all had a perfectly even bead of ProSeal squeezed out from under the edges extending right around the nose portion, no globbing of any kind, only that which was necessary, almost zen-like... my dream come true! A thought flashed through my mind, "uh oh, these won't match my leading edge sections, they look too good". Such a problem to have.

The cost for this bliss? \$975 plus any parts that you don't provide. My bill came to \$1,000.91 because I had merged all my rivets into storage trays and wasn't about to count out the necessary quantity for the tank. I was also charged \$20 for ProSeal, far less than it would have cost me for one can, not to mention the cartridge variety I was considering.

No kidding, this feels like the best grand I've spent on this plane yet. I am incredibly glad I made this decision and would highly recommend it to anyone. Completion of my wings is now in sight, what a great feeling. Yes, it's a thousand dollars, but I will gladly make it up somewhere else in the project. That could easily be done by leaving out one instrument in the panel or tackling the paint job yourself (actually that would save *several* thousand).

For those interested here is the contact information:

Don London, Aviacomp
Phone: (503) 543-3986
Fax: (503) 543-7194
E-mail: dlondon@columbia-center.org

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Don's prices are as follows:

RV-4 Tanks

\$850 per set if pre-punched

\$850 per set if not

RV-6 Tanks

\$925 per set if Pre-punched

\$950 per set if not

RV-8 Tanks

\$975 per set

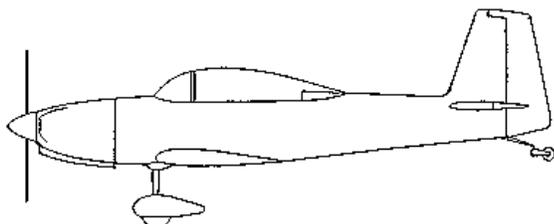
**If you want the tanks made with the aerobatic option, add \$25 per tankmodified

Now, I've got these gorgeous finished tanks — the acid test, do they fit on the wing properly? Well, yes*. The asterisk means that there was a very slight gap between the edge of the top tank skin and the wing top skin when cleco'd to the spar, and it's correspondingly a little too long on the other side. Hmm. After playing with it a bit I could see that a little bit of the skin needed to be filed off where the tank butts against the leading edge with the W-423 splice plate underneath. After about 20 minutes of filing and pushing things around I've just about got it perfect. I haven't dimpled the screw holes yet, I want to get things as close to perfect as I can. But the end is in sight and with another hour's tweaking they will fit great. Bottom line, they'll fit just fine! Apparently Don's jigs and manufacturing process match Van's dimensions well. Why am I not surprised.

So for any of you with a similar dread, or wishing to accelerate your project, or just wanting to make sure that this critical component of your plane is done right, Don is the answer. Now then, the only remaining tough part is the canopy. All things considered I'm not nearly as worried about this one. The worst thing to worry about here of course is cracking. Somehow although that would be hugely expensive event, it doesn't seem as insidious as leaking fuel tanks, maybe it's just me.

Hard core builders will likely scoff at this shortcut like it somehow makes me less of a builder because I "wimped out" and had my tanks done. I say *tough*, I'll be flying sooner, have a great set of tanks that I don't have to worry about, and besides, I'm building everything else!

...Randy



What I would/wouldn't do on my next RV

Installation #3 (of?)

by Don Wentz

Propellers:

When building my RV-6, I was listening to many inputs, many of which were good, some not so good, all well-meaning and sincere I'm sure. As I mentioned in my last installment, we don't really know what we are going to do with our RVs as first time builders, so we don't always make the right decisions about what to put in them.

Even though I had never flown an aircraft with a constant speed prop, I was convinced that it was the only way to go. So, I built my -6 with the then shorter (now standard) CS cowl. My engine was capable, although set up for fixed. I even put a hole in the panel labeled 'prop' for the pitch control cable.

As things went, by the time I was getting to the point of needing a prop, I had spent considerably more \$\$ on the plane than I had intended. I began to look at the cost of CS vs Wood (metal Sensenich was not an option for an O-360 at the time). \$5,000 plus vs about \$1,000. I rationalized that as a low time (130 hrs) pilot, maybe I should start with a wood prop. It was way cheaper, less complex, and should the unthinkable happen and I ding it, the prop would likely be the only casualty.

Convinced, I then set about getting Lynn Woofert to design a short extension that would allow me to use a Warnke Wood Prop with my CS cowl. The first effort was successful, if not a bit of a pain to use. Van liked it and with a redesign that made it much easier to use (go figure!) he began converting to that short extension and eliminating the non-CS cowl. No more 'spool' type extensions and a single cowl option for all -6 models. I was able to later convert my extension to the same as Van's current setup (the next time I would have had to do the safety-wire-down-in-an-impossible-hole that my original unit required).

How was my wood prop? Well, it wasn't perfect (they can't be, can they), but it was very economical in cruise and was smooth running and beautiful to look at.

Cons?

- ➔ Re-torque several times per year (not that bad a task, about 1 hour)
- ➔ Not great takeoff performance (this was the newer Warnke design with wider blades than his very popular 'skinny' blade, which out-climbed me easily, but weren't as smooth or cruisy), but with an O-360 in an RV-6, how 'bad' can it be?
- ➔ You really had to slow it down in the rain (if you go cross country as seldom as me, not a big issue).
- ➔ It didn't provide enough flywheel effect for my Airflow Performance Fuel Injected engine, which made idle a little higher, thus, landings a little longer.

But, it served me very well for 490 hours, was easy and economical to use.

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Now, as my -6 was approaching it's 4th birthday, I decided it was time to go for that CS prop. I asked around a little and finally Brian at Sullivan Propellers (sullyprop@aol.com) gave me a price of \$3,900 for a rebuilt prop and gov, same models that Van's uses. I ordered them and set about finding what I needed to finish the installation: Van's gov cable mount, the control cable (of course I got the wrong one, with a slot instead of threads), the gov to crankcase oil line, a gov gear pad, the crankshaft plug, and a new spinner.

Installation was not too difficult, I think the cable was the worst part. I didn't even get to use the hole in the panel labeled 'prop', as it was covered-up by the panel mount location for my GPS-90! Getting the plug out of the crank was easy as I had done it before to do the AD where you check for sludge inside the crank. After only 100 hours I was amazed to find another thick coating of the stuff in there!! That needs to be an annual ritual for those of you running hollow cranks with fixed props. Putting the new plug in the crankshaft, behind the oil tube from the gov WAS a bit of a trick, but I made it.

Fishing the gov into the back of the engine was difficult too. I was unable to do it with the gear pad installed, I had to remove that, install the gov to it, then install the whole assembly. Just fits! Some cutting of the baffles to get the line up to the front of the case, and I was ready to hang the prop. Boy is

it slow going turning those nuts in! Finally, the new spinner. This was much easier than the first spinner because the forward bulkhead is far enough into the tip of the spinner that it is self aligning. I spent almost no time trying to get it straight, I just shoved it up tight and began drilling. Guess what, it's very straight, much more so than my original, which I spent hours trying to align.

Oh yes, don't forget the paperwork! The local FSDO requested a letter describing the change, a new weight and balance, and my planned test period. I requested and got a 5 hour test time, same 50 mile radius as before, and they decided to NOT do an on-site inspection.

Having never flown a CS prop, I was a little nervous for the first flight (it had also been 6 months since my last flight in the RV). I left the prop control in flat pitch and did a hop around the pattern. The landing was ugly, but successful. Take-offs are certainly exciting, but that nose high climb can get old. Approaches are WAY different. I used to pull the throttle to idle abeam the threshold on downwind, put on full flaps, then fly the whole approach at 80 mph. This allowed a decent sink rate with a fairly normal, short pattern. Now I fly the approach at 90 mph, 2,000 rpm, and 1/4 flaps. This allows a 1,000 fpm descent! Full flaps are not allowed until final, or the sink and rpms get high. Even with that much throttle, the nose is so low



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that I will have to readjust my landing lights, as they are now pointing well below the flight path.

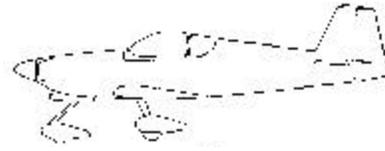
Getting smooth landings like I used to (most of the time!) are tough. I now find that a couple hundred extra rpm during the flare are required to allow time to set-up the 3-point and grease it on. Roll-out is definitely shorter, if I do a decent landing.

I'm still in the process of getting used to the prop. Takeoff performance is better, although the novelty wears-off quickly. I need to get the prop balanced, as it has certain times when it seems to make things in the plane 'buzz' (for example, one of the hinge pins across the top rear of the cowl keeps backing-out - it NEVER did that before). I'm also having a hard time getting used to >2,600 rpm on takeoff. It seems so loud. Before I only got up to 2,350, and even at full throttle it just seemed so much 'nicer'. Fuel economy? Well, at takeoff it's certainly worse, >16 gph! Fortunately I have a fuel flow meter, without it, someone who didn't know better would waste a ton of gas. You have to set all 3 controls, prop (rpm), mixture, and throttle (manifold pressure), or you could be cruising around burning in excess of 12 gph very easily. What I didn't realize was that when I reduced rpm with my fixed prop, I was also reducing MAP at the same time. I have seen a 200 rpm reduction on the prop only equal a few tenths of a gallon per hour reduction, until you reduce MAP, when the reduction becomes gallons, not tenths of a gallon.

As I have said, the weight of the prop is a real negative, in flying feel. It is a real PLUS in flywheel effect, making starting and ground ops of my fuel injection much better. I also won't have to worry about CG on those occasional trips. What is the BEST thing about it? Speed control on descent and in the pattern! I have come down the back of a loop, pulled the throttle back 'too much', and seen a max indicated airspeed of 120 mph! With the fixed prop, staying below 160 was rare. Need to drop thru a hole? No problem, slow down, flat prop, point the nose down and the airspeed never gets anywhere near the yellow. Too fast or high in the pattern? No sweat! Pull the throttle and you're dropping like a rock! Just be ready for that flare!!

Would I make the switch again? Well, I'd be kidding myself if I said that the CS wasn't, overall, an improvement over the wood prop. However, I do miss the smooth, easy, simple operation of that Warnke prop. The \$4,000 is no small thing either! Yes, I would make the switch again, but, next time, I'd get another year or so out of the 'woodie'. For those of you struggling with fixed over CS? If your engine has a solid crank, good for you! The decision is simple. For the rest of us, I highly recommend starting with a simple, fixed, less expensive wood (or metal) prop, especially if you're a low timer transitioning to an RV. That will give you a chance to enjoy an airplane that flies rings around what you're used to, takes-off and climbs very well, with a little more simplicity during those early hours while you're getting used to it. Then, sometime in the future, if you really want to change to CS, you've had time to save up the \$\$ and now you have a rare opportunity to do a performance upgrade to your RV in just about the easiest way possible. I definitely would do it that way again myself.

...The Duck



The Great Salvage Adventure

Or how I learned to love the 'NET

By Ed Cole

This story begins with a tip-off from a fellow RV-lister who suggested I "surf" on over to **Barnstormers.Com** and check out the wrecked aircraft that were up for bid. I had visited this site a few times before and noted the airplanes for bid were typically the aircraft that didn't weather the hail storms, tornadoes, or hurricanes of the Midwest and Southeast portions of the U.S.

The aircraft up for bid on this site are offered through Avemco Insurance's loss management arm Universal Loss Management, headquartered in Frederick Maryland. On a visit to the site in late May, I came across a 1995 Velocity RG for sale to the highest bidder. The aircraft was damaged in a high-speed taxi accident and had only 160 minutes on the airframe from 4 separate taxi runs. Damage was minimal, but Avemco couldn't find any shop to repair the hull, so they totaled the aircraft. What attracted me to the Velocity was the full panel and low time IO-360 engine .

The panel included all new, lighted ,RC Allen Gyros, a full Terra IFR stack, an Apollo 2001 GPS, an ACK ELT, VM1000 engine monitor, PS intercom, and even a Sony Watch man TV! Hanging off of the back was a 160 hr factory rebuilt IO-360C1C engine with a 3 bladed composite prop.

Ok, they had my attention, but what to bid? The aircraft was being stored in Hagerstown Maryland and here I am in California. How am I going to inspect the condition of this thing and not get ripped off?

The RV-LIST to the rescue! My first email to the list was a call for "anyone in the Hagerstown , MD area?" Five responses came back immediately. One fellow drove 1 ½ hrs to the site, took pictures, did a 1 hour development, and FED EX'd the pictures to me the next day. Who says we RV builders aren't a swell bunch?

My next email was to anyone who had experience with salvage bids. RV6A builder Gary VanRemortel came back with a name of a friend who has dealt with aircraft salvage and I was able to get some insight on bidding from him. I also contacted the insurance company to see if they would give me a hint on what to bid, but they were of little help. I finally added up the value of everything I could identify in the photos and sent in a bid. The tricky part here was that the aircraft was registered in Canada and I had to bid and pay in Canadian funds. It was not a big deal bidding once I found the exchange rate, but paying for it turned out to be a real hassle.

June 17 was the deadline for bids and I was determined to

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win it. My bid was for close to \$15,000 which I thought was a little high, but I wanted it! Later that day came the call that the aircraft was mine. I had 30 days to come and get it.

Now what in the hell was I gonna do with a composite Velocity hull? Should I pay to have the entire airframe trucked to California or do I fly back to Maryland, strip off all the useable stuff and throw the hull into a dumpster behind the local KMART? Jeez, this is going to be tricky to pull off!

The Internet to the rescue again. I put out feelers for the Velocity hull to several newsgroups and got back a ton of responses. Finally, Rick Pellicotti, a composite builder from Memphis Tennessee, offered to buy the Hull for \$7500. My cost for the panel and engine was already cut in half!

The logistics of pulling off the retrieval of the aircraft was beginning to wear on me. I now had to travel to Maryland, meet the other buyer, strip the panel, remove the engine, box up everything, and ship it back home. RV8 builder Eric Barnes and his wife Caroline who happens to work for United Airlines offered me standby Buddy Passes and helped me schedule flights to Maryland and back. Believe it or not, I made the first flights coming and going. Thanks guys, you saved me \$1000 on airfare.

I left San Francisco early Thursday morning and arrived at Dulles airport, rented a car, and drove 75 miles to Hagerstown, MD. Minutes after checking in, Rick called my room and said that he and his partner Biff just got in after driving up from Memphis with a large trailer in tow. We agreed to meet at the airport early Friday morning to begin taking everything apart. Rick, who used to work in an instrument shop, jumped in the cockpit and started pulling out the avionics and gyros while Biff and I removed the engine.

An RV builder from Maryland had left me an engine crate at the FBO where the Velocity was being stored and with the loan of the FBO's tow truck we lifted the engine off of the Velocity, nestled it in the crate, and headed off to Roadway express. The balance off the day was spent stripping off the rest of the equipment and getting the hull on the trailer for its journey to Memphis.

Saturday morning I bid goodbye to Rick and Biff and wished them luck with their drive back. I returned to my hotel room and packed up the radios, gyros, and other loose parts and headed for FED EX which luckily was open on Saturday. With everything packed and shipped, I could finally relax and reflect on my good fortune.

A few days after returning home, the boxes started arriving. I now had more equipment than the law allows! I sold the Terra IFR stack to a RV builder in North Carolina and used the proceeds to buy a IIMorrow GX65 GPS/COM and a King KT76C Digital Transponder. Since I had bought an engine last November, I sold the engine off of the Velocity to an RV builder in Ohio. Those proceeds will go for a constant speed prop and governor with money left over for the interior and a paint job if I ever finish the RV!

My thanks go out to all the great builders on the RV list for their help and support. The list has been an enormous asset and aid to my building. Special thanks to Matt Dralle for sponsoring the list.

...Ed Cole

Builder's Tips

Quick tip - Compression testing.

Each year during annual the cylinders must be checked for compression. Usually local A/P Jerry Johnson comes over and does it for me. He used to have me hold the prop while he pressurized the cylinder and checked the residual pressure. I never enjoyed that part!

Last year he got 'bit' by a prop. Fortunately just a bruise, but he said it took 7 months to really go away. Since then he uses a new method. Turn the prop until you think the cylinder you're going to check is at TDC. Standing clear of the prop, put 5-10 pounds of pressure in the cyl. If you really DID get TDC, the connecting rod will be 'standing' on 'top' of the crank lobe, and the piston will be stuck in place.

You can then turn the pressure up to 80 psi and check the ratio. Worst case, if you didn't have the prop in the right place, it will spin a half turn and you start again. At least this way, you are NEVER in the arc of the prop in a position to get whacked.

The other advantage to this method is that now I can use our builder's group's compression tester and do the check all by myself without needing a helper or myself to hold the prop!

...The Duck

What are the chances?

by Kevin Lane

Ellen and I had been flying over two weeks. We'd been to NYC, Burlington, VT, and now were headed to the annual family get-together in Maggie Valley, high in the mountains of North Carolina.

We left Poughkeepsie, NY that morning and after a day of VFR 6 mile visibility down most of the east coast we reached Asheville, NC, only a short hop from our destination. I called up the Asheville class Charlie approach to let them know I would like to transition through their airspace. A minute later I hear "experimental, something, something, foxtrot, Juliet". The experimental always catches my ear now, since they are usually talking to me.

Foxtrot, Juliet? No, can't be. I listen to foxtrot Juliet repeat back the instructions. It is! What are the chances? In my excitement I forget the rules and transmit "hi, Frank, this is Kevin". Frank Justice replies, in what I realize now must be an Asheville drawl, with "hi, Kevin". I changed my transition request to land at the airport Frank was headed for. Turns out Frank was giving a local builder a ride and some help mounting his engine. No big surprise there, right?

...Kevin Lane

Home Wing

Classifieds.....

Classifieds are free to Home Wing members. Ads will run for three months, send to editor via e-mail or mail. Renewals ok, just let editor know. Date at end of ad is last month ad scheduled to run.

FOR SALE

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, 10/98

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

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

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

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

From the Minnesota Wing nltr:

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

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

Hangar Sale! -

- New 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.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

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

(Whoever has the HVLP sprayer please call Brent, he doesn't know where it is.)

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.

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



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/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