

HOMEGROWING



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

January 1999
Issue 99.1

Editor's Hangar

It's now 1999, the beginning of a new year, and typically time for New Year's resolutions and other manner of personal "new beginnings". What have you committed to accomplish this year on your project? Perhaps it's to get that darned empenage *done* so you can move on to something that seems like a real airplane part, your *wings*. Perhaps you've been working on your firewall forward systems *forever* and it's time to button everything up and get the thing *flying*. Perhaps it is to finally write the check and *get started*.

I've established a goal for this newsletter for '99 as well — to begin electronic publishing for those so interested. This will increase our efficiency one step further in the sharing of information, which is really the point of a builder's group such as the Home Wing. If you're not online yet don't worry, we have a plan that accommodates us all. See elsewhere in this issue for the whole story on electronic publishing.

Lastly, we're starting off the year with a really packed issue — without more contributions we certainly won't have this kind of content every month. Keep building (and writing)!

...Randy Lervold

December Meeting Recap & Builder Profile

The December Home Wing meeting was held at Mike "do things the hard way" Wilson's house out in St. Helens. Despite potentially misleading directions in the last newsletter, bad weather, and the Holiday time of year, over 30 of us found our way out to Mike's place. We're certainly a hard core lot, aren't we. And those of us who did venture out there were treated to quite a project. Mike began his project over six years ago and has plenty of time into it already. This is not your average RV-4.

Some time ago Mike was influenced by an engineer, the owner of Sacramento Sky Ranch, who had written an engineering manual on light aircraft engines. Upon reading this treatise Mike was schooled in the benefits of the Lycoming angle valve head design. With its dry sump design, angle valve heads, hemi-shaped combustion chamber, and heavier crank & rods, Mike had visions of better flow of gasses and more efficient dissipation of heat (both from finning and from oil flow). He was impressed with this design's superior oiling features; jets that squirt the back of pistons to keep them cool, and significantly more surface area on the heads and cylinders to dissipate heat. Sounds like he fell

continued next page...



Mike Wilson's unique RV-4. Note the special cowl configuration. This photo was shot before the beautiful carbon fiber composite cowl was complete, this is the plug.. There's a Lycoming AIO-360 lurking under that cowl.

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

...continued

in love.

Mike started the plane in 1993 and then as it came time to think about acquiring an engine he found a Lycoming AIO-360-A sitting in Florida while surfing Trade-A-Plane. It was advertised as a remanufactured engine by Lycoming with 20 hours on it. Turns out it was a mid-70s vintage engine, remanufactured by Lycoming and then sold to an employee who installed briefly in an experimental aircraft. It was eventually removed and sold to the person in Florida where Mike found it where it had been sitting for around 20 years. Mike gathered up the local Lycoming rep and also a well regarding local A&P, had it disassembled, magnafluxed, and reassembled making sure that all the ADs were complied with in the process.

One look forward of the firewall and you can quickly see that he has gone to great lengths to accommodate this unique and somewhat rare engine. Mike has manufactured his own welded aluminum firewall-mounted oil tank which itself is a work of art. Many other ingenious adaptations have had to be made such as a special exhaust system and intake tubes. How many IO-360's have you ever seen in an RV-4?

Perhaps the biggest challenge however was how to cowl this monster. To grossly oversimplify what Mike did, he painstakingly built his own mold and had a carbon fiber cowling made from it working with the folks at Composites Unlimited. Trust me, the mold is the accomplishment, he had it there for us to view. I'm hoping Mike with chronicle both this process and more about his project in a future newsletter.

Mike says he's trying to "keep the plane light", which is difficult when starting with an engine that's already over 30 lbs heavier than the standard O-320. His son Ben has been a big help and has become, among other things, an expert buckler.

Being a bit too modest to point some of the extra features Mike has built into his -4, Don Wentz took us through several of the time-intensive extra efforts on the plane. Don pointed out the canopy installation with the close-fitting aluminum skirt and the unique storage compartment doors in the front floor of the cockpit, not to mention the custom intake tubes and impeccable interior paint job (shot *before* riveting).

Mike estimates a 230 mph max cruise based on talking to other builders such as Dave Anders. With the tweaks to the motor and airframe it sounds to me like he's sandbagging. All in all this is a very interesting project which we hope Mike will tell us more about in these pages eventually. Next time you see him please encourage him to do so.

Thanks to Mike, Sandy, and Ben, for the hospitality!

...Randy



Calendar

Meeting coordinator:

Randall Henderson, 503-297-5045
randall@edt.com

MONTHLY MEETING:

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

This month: 12/10/98

The January meeting will be at Dan Benua's shop, where he is working on his RV-6A engine installation and finish kit. The address is...

18600 NW Skyline Blvd.
Portland, OR 97231
503-621-3323



Directions:

From Beaverton: Take Hwy 26 west to Cornelius Pass Road. Take a left off the exit ramp and follow the road 4 miles north to the top of the pass. At the flashing yellow, turn left onto Skyline Blvd, then right at the stop sign. Follow Skyline for about 5 miles. When you see Johnson Rd. come in from the left, slow down for the driveway on the right.

From NW Portland: Take Hwy 30 west toward Scappoose. One mile past the Cornelius Pass Rd intersection, turn left onto Logie Trail. At the top of the ridge, turn right on Skyline. When you see Johnson Rd. come in from the left (about 1 mile) slow down for the driveway on the right.

Tentative plan for the next few months:

February Randy Lervold
March Harmon Lange
April Van's
May Troutdale Airpt. (Brian M. and Kevin L.)
June Scappoose Airpt. (RV fly-in)

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: 1/2/98

EAA CHAPTER 105 Monthly Meeting:

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

This month: 1/21/98

Electronic Distribution Debuts!

The 90's are here (duh). Now that they're almost over shouldn't we get with it and go electronic? Since the Internet, and all things online, are an inherently more efficient way to communicate it seems like we should embrace and adopt these new electronic forms of communication. So this issue marks the beginning of the publishing of this newsletter to our members both electronically and conventionally. Actually Don Wentz suggested this a year ago but there were several transitional issues that had to be worked out, which I have since done.

What does "elelectronically" mean? Simple. It means I will e-mail you the newsletter to you as a file attachment rather than via hard copy and conventional snail mail. You can then read the newsletter on the screen, or print it out and read the hard copy just like the old way. There are several key benefits:

- No printing costs.
- No postage costs.
- Vastly superior photo reproduction when viewed online.
- Faster delivery (2 minutes vs. 3-5 days).

If you don't have e-mail, or any clue what a file attachment is don't worry — all members will have their choice of electronic or conventional newsletters.

We will use the Adobe Acrobat file format (.pdf files). All that is required is for you to have the "reader" software installed on your computer. This software is free and can be found at Adobe's web site at... <http://www.adobe.com/prodindex/acrobat/readstep.html>.

So far we have about 20 members out of our approximately 150 that have opted for the electronic flavor.

Update your address!

As you may know I maintain our membership data in an Access 97 database that has been lightly customized for the task (so I can pass along easily to the next hapless soul who is dumb enough to volunteer for this task). With the recent move to go to partially electronic publishing I need to make sure I have everyone's current e-mail address. I made my first attempt at a group e-mail and had about eight addresses bounce. I've deleted those and have included a list below of all members and their e-mail addresses, or lack thereof.

Following I have pulled a report from the database with each member's name, e-mail address (if any), and distribution preference. If you want your e-mail address listed for various notifications and possible electronic newsletters then please see that your address is correct. E-mail me somehow

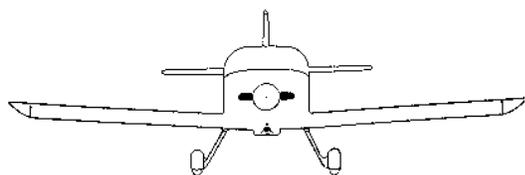
with the correct data if what I have listed below is incorrect. Also, any time you change your mind and want to try the electronic flavor just fire me off an e-mail at randylervold@csi.com.

<u>LastName</u>	<u>FirstName</u>	<u>E-mail</u>	<u>Distribution</u>
Alaimo	Robert		Mail
Alexander	Von	n41va@juno.com	Mail
Anderson	Alan		Mail
Anderson	Brent	brenta@mfg.com	Electronic
Asher	M.E.	mcash@silverstar.com	Mail
Baker	Gary	gtbaker@bright.net	Mail
Barringar	Al		Mail
Battjes	Carl		Mail
Baxter	Brent	bbaxter@teleport.com	Mail
Beauchamp	Bruce	blb@easystreet.com	Electronic
Benedict	Bill	billb@europa.com	Mail
Billiar	Mike	your6a@aol.com	Electronic
Bonesteel	Wayne	wayneb@oakweb.com	Electronic
Bonneville	Stephen	sbonneville@bpa.gov	Mail
Boring	Robert	carbobbor@aol.com	Mail
Bourgeois	J. Rion		Mail
Bowers	Jeffrey	friebow@juno.com	Mail
Bowhay	Eustace		Mail
Bronson	Tim	70773.2700@compuserve.com	Mail
Bryant	Mark	mbryant@portland.cushwake.com	Mail
Buchanan	Sam		Mail
Butt	Rob		Mail
Cannon	Walt	wand@seanet.com	Mail
Casey	Pat	patrickc@pacifier.com	Mail
Christner	William		Mail
Cleveland	Ernie	skyc@knom.com	Electronic
Cole	Ed	emcole@ix.netcom.com	Mail
Cone	Jim		Mail
Conley	John	john.conley@att.net	Mail
DeLano	Dan		Mail
Dennis	Larry Skip		Mail
DePute	Larry		Mail
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Dralle	Matt G.	dralle@matronics.com	Electronic
Dunfee	Gary	gary.dunfee@med.ge.com	Mail
Dyess	JD	jd Dyess@paloma.amd.com	Mail
Elford	Jon	jelford@transport.com	Mail
Faatz	Mitch	mfaatz@sagenttech.com	Electronic
Fink	Scott	Scott.Fink@microchip.com	Mail
Fogg	Ray	ray_fogg@credence.com	Mail
Franich	Jim		Mail
Freeland	Pete		Mail
Fritz	Bob	qmaxllc@aol.com	Mail
Funk	David		Mail
Gerges	Dan	danhermi@ptld.uswest.net	Mail
Godsil	Galen	ggodsil@juno.com	Mail
Gold	Andy	winterland@rkymtnhi.com	Mail
Graham	Gary	beeb@teleport.com	Mail
Graves	Mike	mgraves@dalsemi.com	Mail
Gray	Bruce		Mail
Griffin	Randy	randy_griffin@hp.com	Mail
Haan	Bob	bhaan@easystreet.com	Mail
Hall	Jerald	khall@columbia-center.org	Mail
Halverson	Greg		Mail
Hammell	Pat	pat.hammell@mindless.com	Mail
Hanson	Gary	silhanson@teleport.com	Mail
Harjehausen	Denny	harje@proaxis.com	Mail
Harris	Steve	steven.l.harris@juno.com	Mail
Hay	Carl	heyheyhay@aol.com	Mail
Henderson	George	gmhski@teleport.com	Mail
Henderson	Randall	randall@edt.com	Mail
Hickman	Rob	robhickman@aol.com	Mail
Hoffman	A. J.		Mail
Hopple	Jon	hopplejs@tvfr.com	Mail
Hormann	Doug		Mail
Hosler	Greg		Mail
Householder	Steve	staghollow@aol.com	Mail
Hsu	John	hbas@teleport.com	Mail
Jackson	Dennis	denny@tms-usa.com	Mail
Jasinsky	Jeff	Jeff_Jasinsky@hp.com	Mail
Johansen	Steve		Mail
Jordan	Tery	ace@pacifier.com	Mail
Justice	Frank	Frank_k_Justice@ccm.jf.intel.com	Mail
Kenny	Bill	orazinc@ix.netcom.com	Mail
Ketter	Ralph		Mail
Kimura	Steve	skimura@dnc.net	Mail
Koch	Frank	bkoch@schm.com	Mail
Lane	Kevin	n3773@worldnet.att.net	Mail
Lang	Peter	langp@teleport.com	Electronic
Lange	Harmon	marcy@langair.com	Mail
Leacock	Art		Mail

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Leadingham	Joe		Mail
Leeman	Larry		Mail
Lervold	Randy	randylervold@csi.com	Electronic
London	Don	dlondon@columbia-center.org	Mail
Long	Scott		Mail
Lorz	Terry	tlorz@juno.com	Electronic
Louris	Tom	twfflying@aol.com	Mail
Lund	Chris		Mail
Lyshaug	Pete		Mail
Mack	Don & Chuck		Mail
Madonna	Michael		Mail
Martin	R. Jan		Mail
Matlack	Dean	dmatlack@cwnetdg.io	Electronic
McDaniels	Scott	smcdaniels@juno.com	Mail
McGee	Mike	jmpcrfr@teleport.com	Mail
McHenry	Ted	tedd_mchenry@hp.com	Electronic
Melvin	Ken	kmelvin@teleport.com	Mail
Miller	Gary		Mail
Miller	Joe	jwmcmm@aol.com	Mail
Mitchell	Jim		Mail
Moentenich	Brian	brian.l.moentenich@usace.army.mil	Mail
Moran	Patrick		Mail
Moscarelli	Andy		Mail
Mulherin	Harold	mulherins@juno.com	Mail
Neuner	Bob	mona9999@aol.com	Mail
Ohlgren	Brent		Mail
Park	Gene		Mail
Parks	Dann	dann_parks@ktech.pbs.org	Mail
Patchett	David	mpatch@micron.net	Mail
Phy	Thomas	green26@juno.com	Mail
Pierson	Jack		Mail
Porter	John	71714.2624@compuserve.com	Mail
Psiropoulos	Dean	104222.2455@compuserve.com	Mail
Psiropoulos	Michael	psiroops@easystreet.com	Mail
Rainey	Norm	nsge82a@prodigy.com	Mail
Reisdorfer	Mark	mreisdorfer@ipapilot.org	Mail
Robles	Leejay	flywizard@coho.net	Electronic
Rosenzweig	Charles	searose@kalama.com	Electronic
Scott	Ken		Mail
Simpkins	Dave		Mail
Stenger	Doug		Mail
Strickfaden	Al		Mail
Strong	Colin	colin_strong@ccm.hf.intel.com	Mail
Stuart	Jim	DerFlieger@aol.com	Mail
Stuhr	Glenn		Mail
Styskel	Ted		Mail
Truax	Bill		Mail
Valaer	David	valaer@juno.com	Mail
VanGrunsven	Jerry	rvforpla@pacifier.com	Mail
VanGrunsven	Stan	weflyat55@compuserve.com	Mail
Van's Aircraft			Mail
Vap	Kevin	kevin@vap.org	Electronic
Vestad	Ola	viking@wolfenet.com	Mail
Weiler	Doug C.	dougweil@mail.pressenter.com	Electronic
Wentz	Don	don.wentz@intel.com	Electronic
Wert	Don	rvflyboy@juno.com	Mail
Weston	Carl	carl@stt3.com	Mail
White	Steve		Mail
Wilson	Mike (James)	James_Mike_Wilson@ccm2.hf.intel.com	Mail
Winters	Don	don_winters@hotmail.com	Mail
Wood	Richard H.		Mail
Wotring	Dale	gusndale@aol.com	Mail
Yablon	Brian		Mail
Zander	Dick	dzan@pacifier.com	Mail

Remember, if you don't see your e-mail address here it's because I don't have it.



One Sweet October Flight

by Tim Bronson

(Originally a journal entry, hand-written with a fountain pen in a leather-bound book)

It's near the end of October, and few good friends and I decided to "celebrate" the end of Summer. It has become a tradition for us, as the cool weather approaches and another flying season comes to a close. This golden Autumn afternoon found four of us cutting identical holes in the atmosphere, first in a finger-four, then in the diamond formation as we circled a friend's house. Poor guy had domestic duties that day and couldn't join us. We only flew by so he would know we weren't having any fun. Honest. But I degress... after falling back into trail for a little tail chase, we rejoined and headed back home. The flight went according to the briefing, and a good time was had by all.

One of our number, rather than leaving his craft at the airport like respectable folk, bears the shame of having to take his toy home with him. After he refueled and was preparing to launch for his airpark, two thoughts occurred to me: one, "There's plenty of daylight left," and two, "I can't let this poor chap navigate the fifteen miles home by himself. He'll probably get lost with visibility this good." So, I did what any American would do. I offered him escort service. Uhhh.... let me rephrase that... I offered to escort him home. He agreed, and off we went, the setting sun on our wingtips.

We took the scenic route, over brilliantly colored foliage, across river and stream, all the while awash in soft late-day sunshine. We broke from an overhead approach, he landed, and I turned for home with a wave. The sun was just touching the horizon as I made my way back, again meandering along, turning here and there, stretching the moments aloft. Powers far beyond those of us mortals had saved the best for last, with a spectacular yet tranquil display of sky pastels. I was so enthralled by the experience that as soon as I arrived home I sat and wrote the following essay in a journal I keep for recording aviation's special gifts:

"I didn't want to say goodnight. Our hours together were gone in seconds. We had started with others, most enjoyably, then at last it was our time to be alone.

We danced. The evening ether afire with the red sphere in the Western sky. Before we knew it the sun, easing into tomorrow, was a garnet shard, winking knowingly at us from a cotton-candy sky. I touched her gently, she responded in grace... following my lead... reading my thoughts. Effortless. I kept thinking "This is magic." I could twirl her around,

...continued

a gentle pirouette, but this is not the night. Tonight we'll savor the crimson twilight, floating as one.

It is time. We don't wait for the dark, but turn our backs to the cathedral aloft, not stealing one last glance. A gentle kiss and we are there. I only wish to remain by her side, seeing her with my hands, touching her with my eyes. I don't want this moment to end. Even her scent intoxicates me. One last brush of my fingers across her smooth skin and I am gone. The magic lingers.

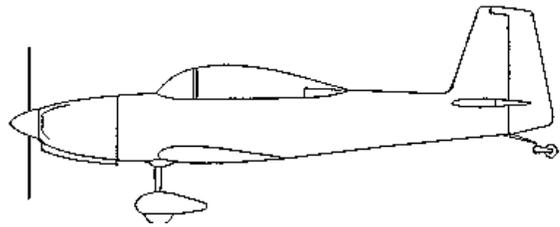
Miles away, guiding my aluminum steed along a ribbon of asphalt, I'm still mesmerized. It had to be a dream, that scarlet dance, yet I know it was real.

I didn't want to say goodnight."

Post-script: A good friend stopped by my hangar that night. He had been out in his aero-machine, landing shortly before I did. "Nice sunset," he remarked casually. Obviously he had not seen it the way I had. I tried to describe my experience to him, but I failed miserably in my description, as evidenced by his blank expression. We both fly for a living, and have seen

more sunsets (and sunrises) aloft than we can count. None that I have seen approached this one, perhaps because I wasn't going from A to B, but more likely because I was alone with "her." Believe it or not, I never subscribed to the custom of referring to ships and aircraft as "she's." Never, that is, until that flight. This may sound strange, but this aircraft and I, well, I don't think we'll ever again be "just friends."

...Tim



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Oil line failure at 1200 feet!

by Don Wentz

Actually, 1200 ft MSL, which was 0 AGL at Pangborn Field. I had returned from the 3rd of 4 proposed Young Eagle flights when a mother asked "What is all that black stuff on the side of the airplane?"

I jumped-out to find 1.5 quarts of oil all down the left side and bottom of my RV-6. What a mess! We quickly moved to a quiet area of the ramp next to a forest service Boraid Bomber (C-130 Hercules) base. With some tools graciously loaned to us by Eve and the boys we removed the cowl and went to work trying to locate the leak. The kids pitched-in and did a great job of wiping the oily mess off the bottom of the aircraft. While we worked I couldn't help but wonder about what would have happened had this leak occurred the night before while I was flying over the Cascades east of Packwood WA. Yikes!

It turned-out to be an oil line from the cooler to my filter, leaking right at the crimp connection where it attaches to the filter housing. The hose was the old standard cloth covered Aeroquip type. I vaguely recalled reading somewhere that these hoses should be replaced every 3 years, this RV was almost 4 years old. I believe that the failure was accelerated by the fact that I had relocated the filter during annual, which had put the hose under stress from a different direction.

Now the story takes on a life of it's own. After getting a new hose made at a shop in town, we installed it (90+ degrees and out on the tarmac - sweat city!). We added oil, checked everything, test ran the engine, installed the cowl, and I took it for a test flight (the last YE volunteered to go on the test flight, but of course I declined). When I got back from the 10 minute flight, there again was significant oil down the left side of the bottom! Not nearly as much oil as before, but way more than a dribble. Off comes the cowl again, and search as we might, we couldn't find the source. The oil seemed to be coming-out of the hole where the gear-leg socket exits the cowl at the firewall. There didn't seem to be a drop in the oil level in the engine either. At this point I was beat and we gave-up for the night.

The next morning we went thru the same procedure of cowl off, search and clean, cowl on, test fly. The oil kept appearing, although less everytime. I got the last YE flight in, and even after wiping oil for 2 days and being disappointed several times when I had to tell him that he couldn't go on this test flight either, when we got back this 9 year old told his dad "That is the neatest thing I've ever done in my life!". Some of you wonder why we like to fly Young Eagles?

The oil had eventually gone down to a single line down

the bottom about 3 feet long, after a 15 minute flight. By this time, we had determined that the oil coming-out had somehow gotten stored-up somewhere near the original leak, and was slowly draining during the flights. For the life of me, I can't tell you WHERE it was. From the location it was coming out of the cowl, I would almost guess that it had filled the open areas in the gear-leg socket. But, that is such a tight fit, how would that much oil get in there? Anyone have any good theories?

I ended-up stopping in Ellensburg on the way home to be sure it was OK to cross the Cascades on my way home. Just a tiny dribble. Since then, I still get a slight residue out that left gear hole area, but can find no traces of a leak. That last Aeroquip hose will be coming-off as well!!

...The Duck

BFI - VIP treatment at the Museum

by Mark Fryburg

Many of us have been to the Museum of Flight at Boeing Field (BFI), but for the first time today my friend Forrest Ball and I flew in...getting the vip treatment not given those in automobiles.

1) Call the museum in advance (a day or two during the busy summer season) and reserve a space on the museum's private ramp for your arrival. 206-764-5720.

2) Before departure from your home airport, notify the museum of an exact as possible arrival time. A security guard will then meet you on the West taxiway's Bravo 9 intersection, unlock and slide back the big gates, and flag you in. They have wheel caulks, but no tie-down ropes. Passersby undoubtedly think you're a big museum donor...not just another flyboy stopping by for some touring. (They hope to get Unicom soon, so you can radio flight delays to them so you don't have anytrouble finding the security guy.) The parking is free.

3) Shortly before departure, ask an employee out front to call security to let you out of the gate back to taxiway B. They were very helpful and polite, urging us to take all the time we wanted to warm up the plane before he'd open the gate.

The museum's collection seems a little better everytime I'm there...(I focused on the MiG Fishbed this trip, sitting

...continued

where the Grumman Goose used to be — or did I just confuse it with the Smithsonian?) They're redoing the front 1/3 of a B737 as a theatre. The food is especially good for museum fare. Most itme run 4 -6 dollars, including a large 3-part salad I enjoyed for \$4.75 today. Two - three hours is plenty, unless you're really into museums!

Flight Center directly across from the Museum offers courteous fuel and counter service, classical music gently playing from the sound system, and a briefing room with two wx computer systems (they don't always work), counterspace for your charts, and permanent copies of the region's charts on hangers.

If you go VFR, please use the new aerial photo maps showing the preferred approach and departure routes. They're very helpful.

The flight over beautiful Puget Sound and a final approach course by downtown Seattle always make a BFI trip even more pleasurable, even more so with autumn leaves below.

...Mark

From the RV List

A few random bits from the RV List...

In a message dated 11/30/98 8:05:13 PM Eastern Standard Time, midnight@UDeL.Edu writes:

<<RV-8ers, is anyone putting insulation between the forward belly skins and the floorboard? If so, what are you using?

Thanks.

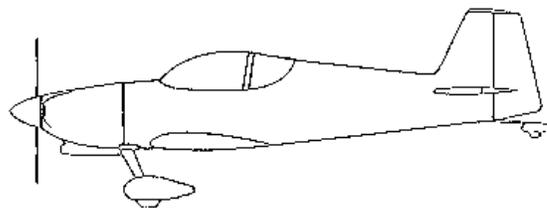
Joe Czachorowski, RV-8 #80125>>

Joe,

I'm using insulation from Unlimited Quality Products. They make several different thickness which are FAA approved. I am using the 3-ply insulator (3230) and the single ply with double side foil (3100). Under the floorboard I used the 3-ply where it would fit and where it would not I used the single ply with double side foil.

I will be using the 3-ply on my firewall and the single ply with double sidefoil in the fuse. This much insulation will be about 20lbs, but I have not found any other insulation that can match the performance in noise reduction and stopping radiant heat flow. Give them a call and they will send you a package with some samples, I spoke with Lynn Holley 800-528-8219.

Curtis Hinkley, N815RV



How to Tell If You're a Homebuilder

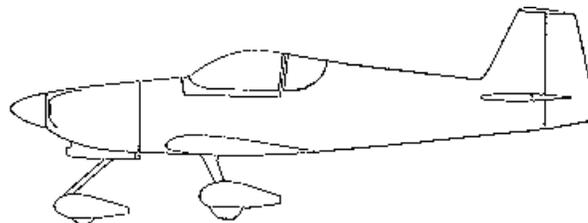
by Kevin Lane

(to be read aloud with your worst Texan accent)

refrain: "...you just might be a homebuilder"

1. If your wife's good scissors have blobs of fiberglass resin on them...(refrain)
2. If you have a clecoe in your pocket...
3. If you own five pairs of clecoe pliers but can't find a single one...
4. If you're at a garage sale and see some forceps and the first thing that crosses your mind is 'hey, those would work great when attaching those elevator hinge bolts'...
5. If you can remember the dates for Sun-N-Fun 1999 but can't remember your wife's birthday...
6. If you look up every time a plane passes overhead...
7. If you now covet your friends pole barn...
8. If all the 1/8, 3/16 drill bits are missing from that nice machinists set...
9. If you asked for a pneumatic nutcracker from Avery for Christmas (with the 6" jaws)...
10. If you still read the Sport Aviation classifieds looking for the almost complete P-51 for sale by the uninformed widow even though your RV is still in pieces...

...Kevin



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

RV-6 Empennage Kit - HS partially complete, otherwise still boxed. Non-pre punched version. First \$100 takes, Greg Strom 360-833-1211, 4/99

RV-6 project - Tail kit complete. Wings complete, (fuel tanks pressure tested). Fuselage mostly complete. Needs finishing kit. More work finished than a "Quick Build" kit. Nice workmanship. Photos / video, or just come inspect. Finances (and new baby) force sale. (We're keeping the baby!!) Make offer. Mark Miller (360) 896-3469 mmm@worldaccessnet.com, 3/99

RV-8 wing Kit - For sale, wife wants a -6. One wing/tank almost complete, other not started. Steve Barnes, 707-546-4261 chart@saber.net, 3/99

IO-320 B1A - 1965, 1,500 TT, fuel injected, hollow crank, running in twin Commanche when removed in 1991, no damage. Inside dry storage. Could include new RV-4 engine mount, Dynafocal 2. All logs from new, \$7,500. Call Jim Fernandez, 425-455-4590 3/99

RV-4 jig - . Built by Keith Cook. He built a fuselage on it, then Gary Standley built his fuse on it, then Steve Harris, then Brent Anderson, and now me. Gary says Keith doesn't want it back, but wants it passed on to other builders. It is ipso facto a builders' group jig, so perhaps it should be listed in the Tool Exchange. It is under the eave of my garage now, but Gary said he would clear a place for it in his shop until someone wants it. It is a really nice jig made of clear straight lumber. Call Rion @ 670-1144, 646-8763 or Gary @ 591-9040, 4/99

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

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

- Limited edition VAF hats, gray crown with black bill.
- Four color 100% embroidered jacket patches.
- Van's Air Force jackets, MA-1 style, black w/red liner, VAF patches on shoulder and breast, pencil pocket, optional name patch.

Purchase all from Randall Henderson, 503-297-5045 or catch him at a meeting.

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

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

BACK ISSUES are available at \$2.00 each including postage. Limited availability, contact newsletter editor.

WANTED

RV TOOLS - Beginning RV-8 project and need all the usual tools. Seeking good deal on common items. Call Randy Griffin 360-944-7400, 4/99

Ride (flight) to Kamloops - Seeking individual with flying RV who needs/wants to see Bart Lalonde's engine shop in Kamloops BC. I'm buying a motor and want to meet with him and see his shop before he starts on it. Will pay for all fuel and meals. Call Randy at 360-254-9291 x14 or e-mail at randylervold@csi.com

HELP... Lost Binder! - Approximately eight months ago Jerry Vangrunsven loaned out the binder that he, Judy, and Stan had put together of RV-6A paint schemes. It has yet to be returned and they can't remember who they loaned it to. Your help is needed in locating it. It was a dark blue large ring binder filled with photos of RV-6As. If you know who might have it please call Jerry or Judy at 503-648-3464.

The Tool Exchange

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

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

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

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

Subscriptions Due

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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.)

Check

Cash

Info change only

Comments: _____

E-mail: _____

Project:

RV-3

RV-4

RV6

RV-6A

RV-8

RV-8A

Status:

Empennage

Wings

Fuselage

Finish kit

Flying