

HOME WING



Newsletter of the Home Wing of Van's Air Force

Builders and Fliers of Van's RV Series Aircraft



Left landing gear leg intersection with engine mount on Carl Hay's RV-6. A result of it's encounter with the Mexican crosswind.

On Mexican Crosswinds PART II

By Carl Hay

Last month Home Wing member Carl Hay brought us the story of his unfortunate encounter with a crosswind at a Mexican airport. This month he describes the painful process of retrieving the plane...

So, there I was, in Loreto, BCS, with a wrecked airplane. I knew that one RV owner had successfully gotten his airplane out of Baja, but I didn't know how. I was about to find out.

I guess that I deserved some luck, because some arrived, in the form of Bruce Evans. Bruce is a pilot, airplane builder (VariEZE), and a helper with many of Dick Rutan's projects. He happened to be at the Loreto airport that day, and observed the entire accident. After I had

surveyed the damage to the airplane, and was preparing to go talk to the officials, Bruce very gently came up to me, and expressed his condolences, and offered to help in any way he could. Bruce spends a lot of time in Loreto, and is pretty fluent in Spanish. I asked him to come sit in on the meeting, to help translate. He proved to be invaluable.

The meeting was with Jose and Roman. Jose is the Commandante del Aeropuerto (Commander of the airport), and Roman is his right hand man. They were sympathetic to my plight, and wanted to get the necessary paperwork started. The first thing they wanted was to see my logbooks. Yikes! I knew that I was supposed to carry my aircraft and pilot logs in Mexico, but I had never done that, and never needed them before. They got very serious looks on their faces, and indicated that they needed them right away. They could make do for now with fax copies of the last three pages, but needed the

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Editor's Hangar

Home Wing members have been busy — with Carl's follow-up on his Mexican mishap, our exciting May meeting recap, Randall's article on Hartzell/Lycoming prop/engine combinations, and information on the fly-in we've got a full issue this time — two more pages than our normal format.

Enjoy it, and see you at the fly-in!

...Randy Lervold



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: NO MEETING, FLY-IN 6/19

Head's up, there will be no regular meeting this month due to the annual fly-in at Scappoose Airport. See the notice elsewhere in this issue for details.

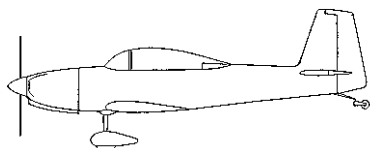
Directions:

North on Hi-way 30 from Portland to the city of Scappoose. Drive through town (north) and watch for the airport sign on the right. Take a right and follow the signs. Follow instructions for auto parking.



Tentative future meeting schedule:

- June: Scappoose fly-in
- July: Chris Lund, RV-6A
- August: Randy Lervold, RV-8
- September: Calin Brabandt, RV-6 @ HIO airport



Special EAA Chapter 105 Meeting

Patty Wagstaff is going to be our special guest at the June Meeting of EAA Chapter 105.



Date: Thursday June 24 1999 (Note: this is a special date, 4th Thursday instead of 3rd Thursday to coincide with her appearance at the Rose Festival Airshow)

Time: 7PM

Place: Stark's Twin Oaks Airpark (7S3)

The 2 part program will first include Young Eagles honors. Patty will be presenting an EAA Air Academy Scholarship to a young lady. The scholarship is sponsored by Chapter 105.

The 2nd part of the program will feature Patty on Aerobatics. She is planning on flying her Extra 300 in for the meeting.

Let's give Patty some strong grass roots EAA support.

Brent Anderson, President EAA 105
 day phone 503-598-6132
 eve phone 503-646-6380

EAA CHAPTER 105 Pancake Breakfast:

First Saturday of every month at Twin Oaks Airpark, 8:00 am, \$4.00 (always lot's of RVs to look at too!)

This month: 6/5/99

EAA CHAPTER 105 Monthly Meeting:

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

This month: Special meeting, 6/24/99

May Meeting Recap

May's meeting was held at Kevin Lane and Brian Moentenich's hangar at Troutdale. Kevin thought it was about time that all the non-flying builders got a chance to fly in a real RV, so he and Brian and two aircraft from Van's were on hand to give people rides for a couple of hours. Not sure how many folks got up in the air but there were quite a few including many new faces who had heard about the meeting.

Having loaded yet another passenger Kevin was re-starting his engine in front of the crowd of about 40 when flames began appearing at the bottom of his induction scoop. Most of us standing there quickly recognized it as an induction fire caused by leaking fuel and gave Kevin the signal to keep cranking, and NOW! He got the signal and quickly (and fortunately) extinguished the fire by sucking the fuel back into the carburetor.

Kevin doesn't use a primer circuit but rather relies on the accelerator pump in the carb for prime while starting. The moral to this story is to *pump the throttle ONLY when the engine is turning* so that the fuel is sucked into the cylinders rather than accumulating in the airbox.

Perhaps Randall Henderson summed it up best... *"What a great meeting! We had RIDES, we had PLANES, we got BITCHED OUT BY THE CONTROLLER...! And the meeting was held in a REAL RV HANGER complete with an RV induction fire damage assessment going on RIGHT THERE DURING THE*

MEETING! Man, it doesn't get any better than that! Thanks Kevin for a great meeting! Hope your plane's OK (looks like it is)."

Thanks to Kevin and Brian, and to Van's for their participation!

...Randy



Kevin checks for damage to his airbox after his induction system fire – fortunately there was very little!



This is how Kevin and Brian manage to keep TWO RV-6As in one normal t-hangar. Here is Kevin using his motorized winch to bring N3773 up onto the storage ramp after his induction fire.

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actual logs as soon as possible.

As I left the office, I was met by yet another Mexican official. This was a small, friendly guy I had seen here for years, who collected the "communications and landing fee". He edged up to me, and said, "I'm so sorry about your airplane, but I still have to collect my landing fee." "OK, how much is it?" "Three dollars", he said. "Three?", I said, "It was eight dollars at San Felipe". He looked at me, and said, "Yeah, they are a bunch of crooks up there."

That's about all we did on the first day. We agreed to meet again the next day to start talking about what was next. That night, I called Bill Benedict. He agreed to round up my logs, fax the last three pages down, and to send the logs down as quickly as possible.

The next day, Bruce and I reported on my progress with the logs. It seemed really important that we took their concerns very seriously, and were doing our best to comply. Then, we started to talk about how we would get the airplane out of the country. They started out by saying that any work on the airplane would have to be done by a licensed Mexican mechanic. Bruce went to work. He said that a Mexican mechanic would have no reason to know about this particular kind of airplane. Since, he reasoned, I was the manufacturer of the airplane, and a licensed mechanic in the US, I was the logical one to do the work in the most efficient manner possible. He was a master to behold. He cajoled, joked, told stories, and had them nodding their heads in agreement after about a half hour. They wanted to make sure that things would be handled well, and that I had the knowledge needed. I was impressed that they were willing to bend the rules so that things could get done with a minimum of expense and hassle.

One issue that came up, was immigration. Since I would be doing "work" in Mexico, they were worried that Immigration would be concerned. About that time, Jorge (the local Immigration head) walked by, so they called him into the office, and explained our problem. After he listened to our solution, he just smiled, waved his hand, and said to Jose, "If you don't have a problem with it, I don't." Whew!

Jose and Roman made it clear from the beginning, that there was much paperwork to be done, and that I would be charged a "fee" of \$200 for that. I agreed to that charge, and considered it money well spent. I was in a foreign country, where customs are different than in the US, and it seemed like a reasonable fee. They also made it clear that I shouldn't leave the area until they had the

logbooks in hand.

The next day, the logbooks arrived on an airline flight. (Many, many thanks to Bill Benedict.) I got a call from Bruce, saying there was a problem, and I should meet him at the airport as soon as possible. Dan drove me out in our rented car, and I met Bruce in Customs. The Customs official had my logbooks on his desk, and a worried look on his face. Bruce explained to me, that, the logs had to be officially cleared out of customs. Since there was no customs official with the power to do that in Loreto, it would take a week to get a customs official up from LaPaz to do it. Further, I would have to pay all expenses to get him to Loreto. Not good. However, Bruce had worked out a deal. If I would slip the customs official \$100, he would hand me the logs, and stuff the package with newspaper, and put it in the (large) pile with stuff that would be discarded in 30 days because no one would pay the customs fee to get it out of customs. I paid it.

With the logs in the hands of the right people, we went on with our vacation, which ended with a very expensive flight on Alaska Airlines from Cabo San Lucas to Portland.

When I arrived home, I began preparations for the return trip to get the airplane. I asked Bill Kenney if I could borrow his flatbed trailer to take to a foreign country, and he said, "Sure." All through this little adventure, people have been truly wonderful about helping out in any way they could. If there's a bright side to this, that is certainly it.

On March 20, Dan and I left with his 3/4 ton pickup and Bill's trailer with a giant box on it which would hold the wings. The trip down was pretty uneventful (well, except for the minor car fire). When we went through customs as we arrived in Mexico, I explained our mission in my very broken Spanish. In spite of our best explanations, they made us take the lid off the box, and they inspected the contents (tools, empty gas cans, padding, etc.) They finally gave us the OK, and we were on our way in about an hour.

We were still worried about two things. We were pretty nervous driving a rig that was over 8 feet wide, on bumpy roads where the lane width was only 9 feet. In addition, Mexico has established a network of random drug checks. Here's what they look like. You're driving along, and suddenly, you see a bunch of Humvees parked next to the road, and a Federale (Federal soldier, or drug enforcement agent) is in the middle of the road stopping traffic. Next, you notice that everyone standing around is

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armed to the teeth. Then you see the machine gun emplacements both before and after the stopping point. We knew that we would have to pass through several of these before we got to Loreto, and we feared that they would make us take the lid off the box each time. As it turned out, we went through 4 or 5 of them, and talked our way through each time without having to open it. Driving was exhausting, but we survived, and arrived after two days, tired, but ready for work.

In a day and a half, we removed the wings and horizontal stabilizer from the airplane, put the airplane on the trailer and tied it down, did all the necessary paperwork, and paid all the "fees". Whenever we needed help lifting, we had 5 or 6 people immediately leave what they were doing, and come to help. They were both Mexican workers, and Gringo pilots who were passing through. Once again, it was heartwarming to see how everybody pitched in to help. The only annoying thing that happened was with the Immigration Official, Jorge.

I was buried in the cockpit, removing wing spar bolts, when he sauntered up in his perfectly tailored uniform, and expensive Ray-Ban sunglasses, and said "There is a problem." I stopped working, and said, "What." He claimed that he had a permit for me to work on the airplane, but not for Dan. After about 5 minutes of this BS, I figured out that what he wanted was a payoff, or he was going to try to cause trouble. With my blood pressure skyrocketing, I finally agreed to pay him \$50. That one really ticked me off.

We wrapped everything up, and headed north. We had agreed to change drivers frequently, to avoid fatigue. That was a very good idea. We found that it was exhausting to drive, keep our eyes on everything on the trailer, and watch for oncoming traffic. In addition, we had to stop frequently, to tighten straps, and adjust this thing or that. After a day of that, we would grab some dinner, and collapse into bed. There were long stretches of road that were so bumpy, we drove at about 25 mph for hours. Then, things would clear up, and we would be cruising along at 50-60mph.

Once again, we were fortunate with the drug patrols. We would show them our paperwork, explain that the airplane had been damaged and we were taking it home, and that the box was full of wings. They all waved us on, and we continued.

It took us a day and a half to drive from Loreto to within a mile of the US border. Then, it took us another half day to get to the US border. It was the biggest line I've ever waited in. While we waited, we were ap-

proached by vendors to buy every variety of the cheapest, junkiest crap I could imagine. We were totally amazed to notice that many of the Gringo drivers were buying the stuff!!

When we finally got to the booth at the crossing point, I had all my paperwork ready to show the US customs agent. He looked at us, looked at the trailer, and said, "What's that?? An airplane??" I said, "Yes. It was in an accident in Loreto, and we're taking it home." "Where's the rest of it?" "In the box." "OK." We looked at each other, and Dan hit the throttle before the guy changed his mind. In a few minutes, we were in a US motel room, where you can actually drink the water (but we were drinking something else).

The only hassle we had from that point to Hillsboro was the outrageous prices we had to pay for gasoline. On the way down, we were buying gas right on the freeway for \$1.20 per gallon. On the way back, we had to shop hard to find it for \$1.60. When you're driving a rig that gets about 9-10 miles per gallon, it definitely makes a difference. I have begun to describe all my expenses of this accident as "paying the STUPID tax".

After I had the airplane safely in its hangar at Hillsboro, I began a careful assessment of the damage. I found that the gear leg had not bent at all. Rather, it had punched up out of the gear leg socket. It bent the attaching bolt, and then tore it right up and out of the socket. The propeller had struck the runway, bending both blades, which meant that the propeller had to be rebuilt, and engine torn down and examined. Since I wasn't overly pleased with the overhaul the engine had received before I bought it, I decided to go ahead and have it majored. I sent it to Progressive Air in Kamloops BC (Bart Lalonde) on the recommendation of the guys at Van's. The prop shop discovered that one blade was actually repairable, and the hub was not damaged, so we will replace one blade, and overhaul the hub.

When the airplane banged back down on the tail after standing on its nose, it bent the tail wheel spring, and the two rear bulkheads, as well as buckling the skin on the bottom of the tail and on the pilot's side of the tail. I have replaced all those parts with new. It was interesting rebuilding the tail without having the fuselage in a jig, but, after some serious head scratching, it came out pretty straight.

After the engine and prop are back on, I will have quite a bit of fiberglass work to do, including repairing or replacing the wheel pants; repairing scrape marks on the induction intake on the cowl and propeller spinner,

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and redoing at least two of the intersection fairings.

My current guess is that the airplane will be back to flying some time in June. No promises. My sweetheart, Olivia, is already talking about another trip to Mexico in November, so I guess I didn't scare her beyond repair. All-in-all, it has been an adventure that I hope I never repeat. As I said before, the one good thing is how many people have stepped forward with offers of help. I won't try to name everyone, out of fear of missing someone. Know that you have all warmed my heart, and made me extremely grateful for the friendships in my life.

...Carl Hay

Hartzell Constant-Speed Prop RPM Limitations

By Randall Henderson

Like many RV builders, I do not have any formal FAA mechanic or engineer-type training, and instead get to plod along, trying to learn all of the important bits information that it takes to build and maintain an airplane as I go. One of the many bits of "lore" that I picked up along the way had to do with RPM limitations when using Hartzell constant-speed propellers with some models of Lycoming O-360 and IO-360 engines.

I first came by this information via word of mouth, and when it came time to label my panel, I decided to find out the straight poop so I could placard it properly. After asking around (and filtering out some misinformation), I eventually found that the information is all spelled out in the FAA type certificate data sheets that cover these (and many other) engine/prop combinations. These data sheets list the approved combinations as well as blade length limits and RPM range limitation placards, if any.

The data sheets list too many combinations to put down here, so I'm just going to stick to the entries that apply to the props & engines sold in Van's catalog.

Note that these entries apply *only* to the *specific* hub, blade, and engine listed. If your set-up differs in any of these elements, the limitations are almost certain to be different; look up the specific entries in the TC data sheets to find out what they are. But beware! There are subtle differences that are easy to overlook between one entry and the next, so be sure to double and triple check *all* of the parameters, and call Hartzell if you have any uncertainty.

At first glance, a 2000-2250 or 2350 RPM "keep out" range may seem pretty... well... restrictive! But actually this is generally lower than one would normally run in cruise, and in fact the specific wording is "Avoid continuous operation between..." But exactly what does "continuous" mean? I called Hartzell about this and the rep. told me it means: avoid operation in these ranges; stay out except when going through them to a higher or lower RPM. Hmmmm, sounds like a restriction to me! He did however also say that if a propeller has a vibration characteristic bad enough to pose any significant chance of failure as a result of occasional or non-continuous operation, it is redesigned or disapproved for the engine.

One could argue that since we are installing these things on experimentals, we aren't technically required to adhere to the TC. But the limitations are there because of the possibility of dangerous levels of vibration that could eventually cause prop or crankshaft failure. These vibrations would not necessarily be felt from the cockpit, and



any damage would be cumulative. It would seem prudent to comply with the limitations for our own safety; plus some inspectors have been known to disagree with

our interpretations of the regs on these matters. In fact, one local builder told me that his inspector made a point of checking for this placard during his inspection.

When I was digging for information about this, I was told by more than one person that the placards are a "Mooney thing," that exist mainly as a result of testing on those specific production airplanes, and as such, are not necessarily relevant since no such testing has been done on our RVs. My research does not bear that out.

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Hartzell told me that yes, production airframes are in fact used for certification testing, but engine vibration characteristics are considered airframe nonspecific for similar configurations (i.e. single-engine tractor within a given speed range

Disclaimer: I am not an A&P, IA, DAR or aeronautical engineer. Shoot, I haven't finished my RV yet! Besides, it was my evil twin who actually wrote all this. So if you're smart, you'll go get your own copies of the data sheets and not take my word for it. The ones that apply are FAA Type Certificate Data Sheet nos. P27EA, P43GL, and P920. They are available through the FAA,, and on the web at <http://www.faa.gov/avr/air/tcds/tc/tcd5prop.htm>

...Randall

Hartzell-Lycoming combination limitation data						
Hub Model	Blade Model	Engine Model	Max. Dia. (inches)	Min. Dia. (inches)	Placards	FAA Pub.
HC-C2YL	7663	Lycoming O-320-A1A, -A2A, -B1A, -B1B, -B1C, -B1D, -B2A, -C1A, -D1A, -D1B, -E1A	72	70	None	P-920
HC-F2YL	07663	Lycoming O-320 Series 8.5:1 compression ratio, rated 160 hp. at 2700 RPM or less	73	72	None	P27EA
HC-C2YK HC-C2YR	7666 F7666	Lycoming O-360-A1A, -A1D, -A1C, -A1D, -A1F, -A1G, -A1LD, -B1A, -B1B, -C1A, -C1C, -C1F, -D1A	76	72	"Avoid continuous operation between 2000 and 2250 r.p.m."	P-920
HC-C2YK HC-C2YR	F7666	Lycoming IO-360-A1B6, -A1D6, C1E6, -C1C6	74	72	None	P-920
HC-M2YR	F7666	Lycoming IO-360-A1B6, -A1B6D, A1D6, -C1D6, -C1E6	76	73	"Avoid continuous operation between 2100 and 2350 r.p.m."	P43GL

**It's that time again,
make plans now!**

Eighth Annual Northwest RV Fly-In

Saturday June 19, 1999 10:00am-4:00pm
Scappoose Ind. Airpark (SPB)



Yup, this is the t-shirt art. Start saving your money now for these collectables (not to mention wearables)!

This is the premier RV event of the Northwest (all right, Van's Homecoming is pretty good too....) with good food, souvenir t-shirts, vendors, prizes, lots of RV camaraderie, and more!

Last year we had close to 60 RVs, including the first customer-built RV-8. The BlackJack squadron flew down from Puget Sound and did some formation flybys, and a bunch of Young Eagles got rides. This year should be even better, so come join the fun!

We'll be there rain or shine, so even if the weather's sub-par and you have to drive, come on in anyway. We can congregate in the hangar, eat burgers, and tell flying stories.

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Driving directions:

North on Hi-way 30 from Portland to the city of Scappoose. Drive through town (north) and watch for the airport sign on the right. Take a right and follow the signs. Follow instructions for auto parking.

Air Traffic Procedures:

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

Attention Home Wing members:

Home wing members (and anyone else who wants) are encouraged to come early (8:00 am) and help get set up. We need help with food, meet & greet, auto parking, t-shirt sales, etc. Please be a pal and sign up for something. See the table for the main areas and the members who have volunteered to take the lead in each area. If you haven't signed up for anything please see Don Wentz any time the morning of the fly-in to volunteer. Please feel free to give him a call to sign up for something in advance.

Notes to helpers:

(From fly-in leader Don "The Duck" Wentz)

- Please try to show-up at the correct time. Otherwise the person you were to replace gets stuck doing too long of a stint.
- We could use some more volunteers in most areas, especially car and plane parkers. If you're not signed-up look at the list and make yourself available to the leader. The list will be posted at the T-shirt table and with your Fly-in leader - The Duck (Hot Pink Hat).
- Gound Control Radio is 129.25 – Direct traffic to proper parking.
- Park RVs together, direct 'others' to tarmac area adjacent to RV area. You may want to have a backup monitor 122.8 to help inform arrivals of the ground

frequency.

- Keep radio traffic to a minimum, remember, this is an active, public airport.
- Aircraft parkers should watch for safety, no taxiing allowed in parking areas (debris issue), help push aircraft AFTER asking pilot 'where to push/pull' THEIR aircraft. Always help them get their aircraft to a taxiway prior to engine start. SMILE and be friendly. Auto Parkers; just try to direct people into more or less orderly parking pattern, and make sure nobody gets blocked in. EVERYONE; we want these folks to bring their RVs back every year.
- Whenever you are looking at an aircraft, stay clear of the prop, don't touch anything, watch for swinging cameras on neck straps. Pretend these are your own RVs. If you see someone not following the guidelines, remind them of the time, effort, and pride involved in putting one of them together and courteously encourage them to respect that.
- If you have nothing to do please find the

DUTY ROSTER

<u>function</u>	<u>leader</u>	<u>helpers</u>
Fly-in leader	Don Wentz	(everyone)
Auto parking	Mike Wilson	Colin Strong Glen Stuhr
Ground radio	Brent Ohlgren	Don Winters Brian Routh Galen Godsil Terry Jordan Scott McDaniels
Arcrft parking	Randy Lervold	Randy Griffin Jeff Jasinsky Jon Elford
Food	Janet Wentz	Jenny Hickman
Lunch cashier	Janet Wentz	Douglas Wentz Cassie Lervold
T-shirts	Randall Henderson	Jeanne Henderson Donna Lervold
Mailing flyers	Greg Halvorsen Carl Weston	
Drawing/prizes	Bob Nuener Kevin Lane	

Important fly-in rules:

- PLEASE keep hands off of, and stay out of, other people's planes unless invited to do so, and keep an eye on your kids to make sure they do the same. These are lovingly crafted machines, and their owners deserve to be able to fly them away in the same condition as when they brought them in.

With ALL of us each putting in a little effort, this will be a very enjoyable, safe, and low effort event.

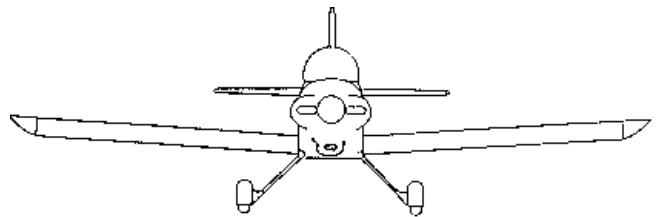
...The Duck

Factoid

For anyone who may be interested...

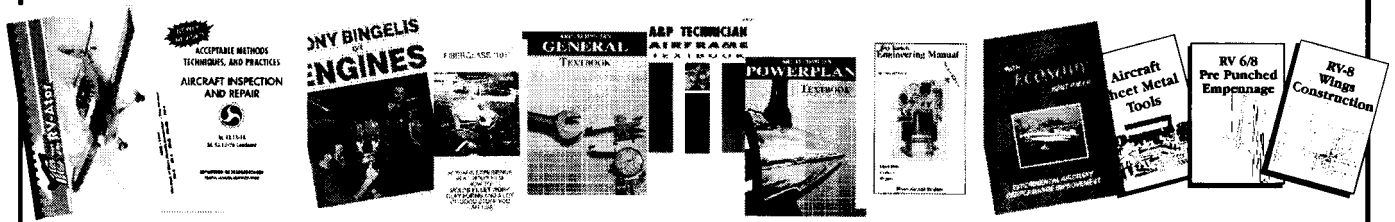
It has been 3 years (almost to the day), since the first RV-8 empennage kit was shipped to a customer following Sun&Fun 1996. Today the 1,000 th RV-8(A) empennage kit was packed for shipping. Some lucky RV-8 builder will soon get a big brown box covered with personal notes from most of the Van's Aircraft crew. Sometimes they have as much fun sending you guys this stuff, as you get receiving it.

...Scott McDaniels



1/1/2000

Builder's Bookstore
 for the builder, technician, & pilot
[HTTP://WWW.BUILDERSBOOKS.COM](http://www.buildersbooks.com)
 970 887-2207



RV-ation Bookstore is now Builder's Bookstore

Come see our new web site.
 Now, fully secure and easier to use.

Builder's Bookstore: PO Box 270, Tabernash, CO 80478 Shipping is actual postage only; NEVER a handling fee.

CLASSIFIEDS...

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

FOR SALE

FOR SALE: 1/2 ownership in an RV-6, 160hp O-320, 825 TTAF&PP, New top end from EC, Hartzell C/S prop., IIMorrow GX-65 GPS-COM, Exit paint-hangar baby, Electric flaps and aleron trim, \$27,500 call Larry @ (503) 655-9236 8/99

RV-6/6A Kit – Includes empennage, wing, fuselage, and finish kits and has Phlogistan spar. Vintage 1986, non-prepunched version. \$6,000 complete. call Harmon Lange at 503-397-1478, 9/99

RV-4 tail and wing kits - Tail completed by A/P. Widow needs to sell. Kit is an early one, in good shape. Wings not started. \$1500. Contact Don Wentz at 503-696-7185 or don.wentz@intel.com, 10/99

Misc For Sale:

- Warnke prop for 150 hp RV. 3/8 bolts, extension and spinner w/plates. Used approx 200 hours, \$500.
- Mini (1") vacuum gauge, new, \$40.
- RV-4 cowl, small scoop, new, vintage early 90's, make offer.

Contact Dennis Jackson at 503-720-2704 or e-mail denny@tms-usa.com 7/99

1/2 can ProSeal – Opened 1/99, Kevin 503-233-1818

Mixture Cable for sale – This is a custom length ACS-A800, similar to Van's "CT RED VMIXTURE" but different length and throw. Specs are as follows:

- * Red (vernier) knob 58" long from nut hub at cockpit end to end of cable at carb end
- * 1 5/8" throw
- * Threaded sleeve at 51 1/2"
- * P/O cover
- * 10-32 end
- * Similar to Van's "CT RED VMIXTURE" but different length and throw.

NOTE: The throw on this cable is set up for the MA4-5 carb with the SHORT mixture control arm, which is NOT standard on the carburetors that come on Van's O-360-A1A, but may be used on this carb or other versions of it. If you think you might want this cable, be sure to measure the throw on your carb. Contact Randall Henderson, (503) 297-5045 randall@edt.com, 7/99

Steel Empennage Jig Crossmember – Available for loan. Call Aden Rich, 360-636-6074, 7/99

For Sale –

- O-320 brand new cylinder assembly, chrome with valves installed, wide deck. Paid \$750, sell for \$350 obo.
- RV-4 throttle quadrant with mixture & throttle cables, make offer.
- Avery 2X rivet gun with \$120 in rivet sets etc.

- Avery microstop countersink, bits other misc. tools, \$150 obo.
- Magnetos – 1 Slick 4250R, new. 1 good used Bendix S4LN-204, make offer.
- Lycoming geardrive starter, new, 144 tooth, make offer.

Contact Butch Walters, 360-636-2483 or arvnwco@kalama.com, 8/99

Hangar at 1S4 – Looking for a hangar on a temporary bases at a local airport? Call 503-645-1946 and asked for Mike Billiar, e-mail: your6a@aol.com, 7/99

Duckworks Landing Lights - Retro-fittable, light, easy installation. Kits start at \$69, discount for Home Wing-ers. 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

Wanted – RV6A Fuselage jig. Would like to borrow if possible. Pat Hammell Cornelius, OR 503-640-9414 H, 503-532-0962 W, Patrick.Hammell@nike.com (6/99)

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 vibrator cleaner.

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 VanGrunsvan	
Prop tach (calibrate your tach)	Butch Walters	360-636-2483
Engine stand	Don Wentz	503-696-7185
Engine hoist	Norm Rainey	360-256-6192
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
48" pan break located at hanger PLS D-10 at Troutdale if an RV builder needs some metal bent.	Kevin Lane	503-233-1818

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.

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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: _____
 E-Mail: _____

Project: **Status:**

RV-3 Empennage

RV-4 Wings

RV-6 Fuselage

RV-6A Finish kit

RV-8 Flying

RV-8A

Payment: **Newsletter**

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Home Wing Van's Air Force
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