

HOME WING



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

Another Home Winger Takes to the Skies!



Our own Dan Benua sporting the famous RV-Grin!

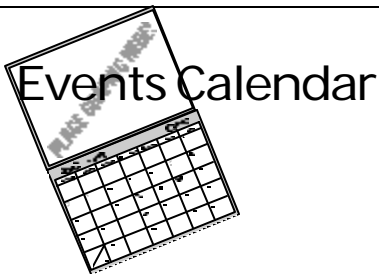
Editor's Hangar

Yet another Home Winger has made his maiden voyage recently. The smiling face above is of course our own Dan Benua sporting the famous RV-Grin. Dan made his first flight on Sunday, October 24th at HIO after five years of building—it must've felt good! Read all about it in Dan's first flight report on page 3.

Sure seems like we've had a great string of meetings lately, with more on the way from looking at the schedule. Thanks to Randall and the hosts for the effort here.

Thanks also to those of you who contribute material for the newsletter. If you send something to me and it doesn't appear right away please don't be insulted. I try to balance what is timely versus the space. Sometimes I'll hold an article in the hopper for a couple of months until there's a good place for it. It really helps to have that cache of material, and of course makes for a much more interesting newsletter for the group... keep 'em coming!

...Randy



Meeting coordinator:
Randall Henderson
503-297-5045
randall@edt.com

MONTHLY MEETING:

(2nd Thursday of every month, various locations, 7:00 pm)

Date: Thursday, November 11, 1999

Place: EAA Chapter 105 Hangar, Twin Oaks Airpark.

Time: 6:00 pm—**NOTE TIME CHANGE**

This Month's meeting place will be at the EAA Chapter 105 hangar at Twin Oaks Airpark. Gary Hanson's RV-6A is hangared there, and is due for an annual condition inspection. Accordingly, the theme of the meeting will be "The Condition Inspection".

We plan to start early this month (6:00) and take advantage of the EAA 105 grill to cook up some hot dogs, etc.

From Portland: Take Highway 217 to the Scholls Ferry exit, go west on Scholls Ferry for approx. 7 miles. There is a flashing yellow light where Scholls Ferry makes a hard left turn to go to Sherwood; DON'T make this left, but instead continue west and you'll be on River Road. About one mile past the flashing yellow light is Twin Oaks, on the left. If you get to the four way stop at Farmington, you've gone too far.



From Hillsboro: Take River road south, about one mile past the Farmington intersection is Twin Oaks Airpark on your right.

From the Air: The identifier is 7S3. If you fly-in, be sure to check the flight guide and follow the published procedures.

Tentative future meeting schedule:

November:	Engine Components NW at KTTD
December:	t.b.d.
January:	t.b.d.

Meeting places are always needed; if you'd be interested in hosting a meeting please contact Randall Henderson at 503-297-5045 or randallh@home.com

EAA CHAPTER 105 Pancake Breakfast:
First Saturday of every month at Twin Oaks Airpark, 8:00 am, \$4.00 (always lot's of RVs to look at too!)

This month: 11/6/99

EAA CHAPTER 105 Monthly Meeting:

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

This month: 11/18/99

October Meeting Recap

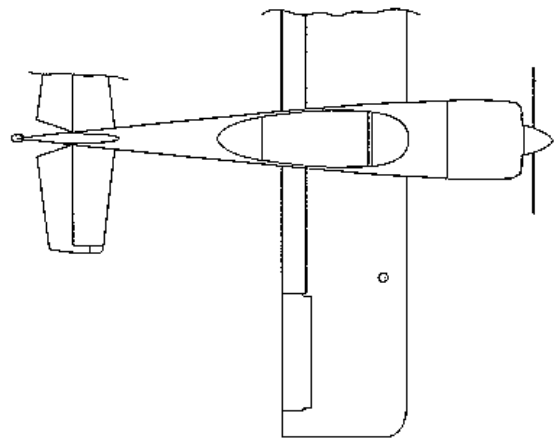
Randall called the meeting to order and guests were introduced, one coming all the way from Italy.

Milestones; Dan Benua's RV-6A has migrated to it's hangar, once step closer to flying (see cover photo for subsequent event!); Richard Wood flew his RV-8 10/4/99, flew straight, and he almost has his 25 hours flown off; Randall's wife Jeanne went up in his RV-6 which also has it's time flown off.

Richard Wood reports that a relay in his Unison Laser ignition failed after 2.9 hours. Apparently this is a known problem, but one they rectified for him in 24 hours. Builders who haven't flown yet might want to contact Unison on this one.

Randall brought up the petition now circulating which encourages the FAA to approve the use of experimental aircraft for flight training. All are encouraged to show their support for this important change in regs.

Lastly, vibration was discussed, see Randy Griffin's diatribe on that.



Good Vibrations?

At the last builder's group meeting, during the tech-talk session, we were exposed to insidious world of vibration. Randall Henderson spoke about his experience with his alternator mounting bolts coming loose, and Ken Scott spoke about (and showed an example of the damage caused by) bolts coming loose on his carburetor. There was a discussion about prop balancing, and whether or not that was necessary. I believe that anything that you do to help eliminate vibration is a just cause. But you must also be aware that nothing that you can do will ever get rid of all of it. You can balance the prop, you can take Tai Chi and achieve internal balance, you can even balance your checkbook, and there will still be a whole lot of shakin going on. And while we are on the subject, why is it that if right hand screws, nuts, and bolts vibrate loose, left handed screws, nuts, and bolts don't vibrate tight? These are the kinds of things that I wonder about late at night.

I used to crew a CH-47C "Chinook" back in the dark days of my distant past. Because of that experience, I believe that the engineers at Boeing-Vertol were actually trying to design the worlds largest vibrator, and by mistake came up with a flying machine. Of that 18,000 odd pounds of hardware flying along in tight formation, I'm pretty sure that the equivalent of the empty weight of a very robust RV was safety-wire. There was safety wire everywhere (everyone always had a roll of .032" in a pocket of their nomex).

"Hooks" always had three modes of vibration (one-to-one, high frequency, and lateral), and always had a grand concert of all three going at once. They could shake like a dog sh----- peach pits, and you were on a constant search for loose hardware all the time.

Ramped (screw-type) fasteners will always be much happier when they are backing out, than when they are staying in place. So my point is, let's be ever vigilant out there, especially around the loud end of the airplane. Before you put that cowling back on, have your buddy look, after you have looked. Safety wire, Loctite, Nylocks, and cotter pins... get to know them all, they are your friends.

Lets all be safe out there, and see each other at the next fly in.

...Griff

First Flight of N296DB

By Dan Benua

On Sunday 10/24 I made the first flight in my RV-6A, N296DB from Hillsboro Airport. Jerry & Judy VanGrunsven and John Peaslee were there to fly chase and coach. Judy was gracious enough to give up the back-seat of their RV-4 so my wife Sun could shoot air-to-air photos and experience the moment up close.

The airplane performed perfectly and was extremely easy to handle. Though it was my first solo in an RV, I can't say enough good things about the transition training that Jerry gave me in the factory RV-6A. The dual we did together gave me the confidence that I could handle the airplane safely.

The only flaws in the experience were a couple of bone-head moves by the pilot. When latching the sliding canopy, I failed to notice that the left-rear hold-down pin was not properly engaged. This was only discovered



at 5,000' and 150 kts. Though I don't think the canopy was in any danger of departing, it made me nervous enough to reduce my enjoyment

the rest of the flight.

After landing, I also discovered that some fasteners were missing from the junction of the upper and lower cowls behind the spinner. This was just an oversight caused by too much focus on examining what was inside the cowl and not enough on pre-flying the cowl itself. Fortunately there were no bad consequences from this mistake.

For the record, N296DB is somewhat of a fat-boy, coming in at 1126# empty. It has an O-360 with constant speed Hartzell, and Airflow Performance fuel injection. The panel is full IFR with a single axis autopilot. The weight also includes paint, leather seats, and a full interior. Building time was 5 years and 3 months.

Like most who reach this stage, I owe lots of thanks to Van and his staff, all my friends in the Home Wing, and most of all to my wife. Though building is mostly a solitary activity, it wouldn't have been fun or successful without the support of those key people.

...Dan

5th Annual Northeast RV Forum

Following is a report on the EAA Chapter 486 RV fly-in and forum held a few weeks ago. It sounds like a great event! It occurred to me that maybe we should turn our annual June fly-in into such a multi-day event complete with forums and vendor guests. After all, we probably have the largest, most active group in the country. If you'd like to try a more comprehensive event such as this please tell fly-in leader Don Wentz, or bring it up at a meeting.

...ed

THE BASICS...

On Saturday Sept. 25th, 1999, EAA Chapter 486 (Oswego County Airport, 50 miles north of Syracuse) hosted a daylong Van's RV fly-in which included forums, flights and fun. The weather was wonderful mostly clear skies and 50 mile visibility as the day began. Many people and aircraft arrived on Friday evening and as the Saturday forums started approximately 160 RV builders and those interested in starting the process gathered. Over 30 flying RV's in various colors and shapes were present and that really delighted the crowd. The forums were held in the EAA Chapter 486 Hangar which is attached the Chapter clubhouse. It is truly a dream chapter with at least 6 flying RV's and many more under construction. The Chapter has 150 members and 25 of those are very active. The forums included basic construction and riveting techniques, aircraft painting basics, basic and advanced electrical instruction, Sensenich Propeller (scheduled but was unable to attend), final assembly inspection and first flight preparations.

FORUMS...

Fred Stucklen of RV-List fame conducted two separate forum sessions for basic and advanced aircraft electrical systems. A local aircraft painter provided tips and techniques and answered questions from the audience of approximately 100. Tom Nolan, a Field Engineer with Chicago Pneumatic Tool Company, discussed basic construction and riveting skills. Tom is also an RV-8 builder. Sensenich Propeller Ken DeGraff was scheduled to present a forum on their propellers but was unable to attend at the last minute. The one and only Bill Benedict from Van's filled in and did an admirable job providing propeller information and answering the eager crowds questions. One of the Chapter members had his RV inspected by the FAA several days before the Chap-



The scenic venue of the event, Bill Benedict addresses the group, and John Balbierer's RV-6 at the Oswego, NY, RV fly-in.

ter Fly-in and he staged the aircraft, a RV-6, in inspection readiness in the Chapter Hangar. All of the inspection plates were off, the engine cowling and wings/empenage fairings were removed and the wing tips were off allowing most attendees to drool over his plane. He had done a great job preparing for inspection day but the FAA examiner did list several "squawks". The squawks were listed on a sheet for all to see and the builder, Dave McManmon, made placards at each squawk location listed so that we could see the problem areas. Dave provided a final assembly "here-is-what-I-did" forum. Dave has benefited from the number of builders in his Chapter and the work showed. Unfortunately (and fortunately) for me, I was unable to attend

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this particular session because I was patrolling the skies in John Balbierer's beautiful RV-6. John's RV-6 is painted in a semi-camouflage blue/white paint scheme and is really something, not to mention John's skill as he swings the aircraft around at the numbers, flattens the constant speed prop out and makes a minimal distance landing. Alan McKeen, a RV-6 builder and pilot, provided the first flight preparation forum session and had the crowd mesmerized. Alan has over 300 hours on his sliding canopy RV-6 which is equipped with an O-320 and wood prop. Alan enjoys aerobatics and is a skilled driver as well. He allowed me about an hour of "pure joy" while he showed off the capabilities of his plane. Currently flying a Taylorcraft (and building a RV-6 QB) I was amazed at the control response, smoothness, turning radius (read as really tight...lots of G's) and speed of both his and John's RV's. It had truly been sometime since my \$40,000 free ride at Oshkosh. Even more incentive to get back to the building process. I thank those two gentlemen immensely.

LODGING

Camping (free) was available and a number of people took advantage of that, along with the indoor shower and restroom facilities the Chapter has in their clubhouse. Nearby hotels offered reasonable discounts to attendees and some guests stayed at Chapter member's homes. Chapter members provided transportation to and from the airport from the local motels, gratis. Many thanks to those who hauled all those people around.

RIDES...RIDES...RIDES

All during the day Saturday and even Sunday morning, members of Chapter 486 and those flying RV's to the event provided RV Grins to those uninitiated souls and those who begged for more. Rides were a reasonable — \$15 with the pilot and Chapter sharing the money. I don't think that even covered fuel costs, as most rides were at least 1/2 hour. RV8A's, RV6's, RV6A's, RV4's and even an outstanding RV3 (no riders please) took to the sky with many happy forum attendees. Bill Benedict provided free rides in the yellow factory RV-8, and Mike Seager was there doing his usual superman impression with non-stop transition training for those who could get a slot. As always, Mike was booked way in advance and alternates were lined up.

REGISTRATION

Registration for the daylong forum was \$40 at the door (\$35 in advance) and included a coffee/doughnut reception breakfast, catered lunch and a wonderful spaghetti

dinner, prepared by Chapter members and spouses. Registration for THOSE FLYING A RV in to the event was \$1. What a bargain! The Chapter did an outstanding job coordinating and controlling the event and the credit goes to all of their members. Bill Hodge was the Chapter RV Forum Chairman and I encourage anyone who is in the "neighborhood" next year to attend. Bill can be contacted at: EAA Chapter 486, RV Forum Bill Hodge, Chairman 110 Orchard Ave. Nedrow, N.Y. 13120 315 469 3763 email DrMotorhd@aol.com.

...Gary Palinkas

To Prime, and When to Prime

By Brent "the Toolmeister" Ohlgren

The first question you DO NOT WANT TO ASK is "What primer should I use". In RV circles this is generally a no-no. You see, it will *immediately* provoke a 10 hr. argument. Basically all primers are good. Which do YOU prefer to work with is the question.

When I was about to assemble my fuselage Jerry Vangrunsven had visited a gentleman who was building an RV in record time. One of his observations was that he had primed parts as he went. While not being totally dumb (only partially) I thought about this and drew a few conclusions when observing other peoples projects. The first thing I noticed was that builders were assembling their projects — drilling, fitting, customizing, aligning etc. etc. — with all their bright shiny metal **ONLY TO TAKE IT ALL APART TO PRIME..** Then re-assemble all that work again. If you prime as you go all that is needed is some touchup here and there. hours may be saved throughout the project.

I primed everything so the project only needed to be aligned once and the primed skins could be riveted in place. Ah ha you say, what about all those scratches and mars along the way. HA! I say to you, a good rattle can of Marhyde self-etching primer will fix those. Yea but my primer's day glow lime green (thats what I have) When's the last time you pulled someone's rear bulkhead and commented "loooooook he used two types of primer". Actually all kidding aside this could save hours of assembly and reassembly throughout the project.

If you have any questions catch me at the next meeting or call.. Yes I have been working on this dang thing 10 years but I really have learned a few tricks along the way.

...Brent

The Home Wing has a new member, Lauran Paine Jr. Lauran is an airline pilot, a retired National Guard pilot, and recently became an RV-8 builder. Even better, he is an aviation writer and has offered to share the following note and article with us.

Randy,

One day, on a whim, I decided to sit down and write what I thought made a good pilot. I submitted it to General Aviation News and Flyer in Tacoma, WA. They published it. The response was great. The article took on a life of its own and was reprinted in five other aviation publications, including one published by the FAA. For the article, GA News and Flyer paid me \$45.00.

I was hooked, not on the money (obviously), but on the fun of communicating with pilots. And I've been doing it ever since, not in the textbook/instructional sense, but from the perspective of being out there flying. Judging from the letters I get, it is exactly that perspective that people seem to enjoy

Lauran.

Learning From Good Pilots

By Lauran Paine Jr

Being fairly senior at my airline I was one of the first to get checked out in a new type airplane the company had purchased. The airline then asked me to become a check airman in the new aircraft. I had to suppose that for lack of others to choose from they chose me. I had always, in the past, turned down such requests. Training was just not my "thing." At any rate, being a "company man" and being sensitive to their need, this time I said yes. From this inauspicious beginning the way was paved for some new learning, for which I am now grateful.

In my new position I had the opportunity to fly with and check out some very experienced captains. After a while I began to notice the good ones had certain characteristics in common. I took notes and I think those characteristics are important to pass on. We can learn much from good pilots.

One of the things I learned is that the best ones are not the most demonstrative ones. In other words, they are not the loudest ones at the bar. They are outgoing people but fairly introspective about their work; they are what psychologists call 'controlled extroverts'. Thus most of what I learned from them was in the watching. What follows is what I saw in common amongst the good ones.

THE GOOD ONES PREPARE. The good ones come to the task ready to fly. They know what is expected of

them and they prepare to meet those expectations. They know their limitations; they know their aircraft's limitations. And they do not cut corners.

THE GOOD ONES PLAN AHEAD. I could easily have said, "The good ones plan way ahead," because they do. They are seldom caught by surprise. While involved in one event they already have another plan in mind if the present one does not workout. Their 'war stories' are usually ones of some mechanical failure because they plan ahead such that they seldom, if ever, put themselves in a position to fail.

THE GOOD ONES KNOW AND RESPECT THE WEATHER. The good ones study the weather before they fly. They are aware of worst case scenarios and plan accordingly. Simply put, they do not leave weather to chance. And they avoid the really bad stuff like they would avoid the plague and root canal work.

THE GOOD ONES LOOK OUTSIDE A LOT. Almost constantly! They scan inside but, VFR, their attention is outside. Cockpit duties are done so that no one thing keeps their head down for an extended period of time. In other words, flying, they are 'heads up' people.

THE GOOD ONES NEVER SEEM TO GET VERY EXCITED. The good ones do not rattle easily. They just sort of work things out, bit by bit, until they get the situation under control. They exude a rather quiet confidence in themselves and they maintain that in most all situations. I guess it follows that that's why the good ones are generally very smooth: no jerky, rapid control movements from these pilots, just constant attention and gentle pressures.

THE GOOD ONES ARE AWARE OF THEIR SURROUNDINGS. The good ones know what is going on around them. They know where other IFR traffic is and where they are fit in the big picture. The good ones even anticipate controller's needs and are courteous and helpful to them as well as to other pilots. The good ones never think they are the only darn airplane in the sky.

THE GOOD ONES ARE BRIEF ON THE RADIO. The good pilots know what the controller needs to know and will say in one call what many take three calls to say. And the good ones, when given a frequency change, never rudely reply, "Bye."

THE GOOD ONES HAVE A FEEL FOR THEIR AIRPLANE. The good ones just seem to know where their airplane is, insofar as how it is flying, at all times. Their maneuvers are never in doubt; the craft never flies them. It follows that the good ones are out flying; you do not get a feel for an airplane sitting in an office talking about it.

THE GOOD ONES ARE PROUD. I wanted to say the good ones are not wimps but that gives a poor connota-

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tion in print. By wimp, I mean too timid. One can be so timid as to say no to everything; that is safe but accomplishes little. The good pilots get the job done. They will go to the limit but that is because they know what the limit is. They use-- but do not abuse --limits. Minimums are sacred to them.

THE GOOD ONES ARE SAFE. It follows that pride never gets in the way of being safe. They will get the job done-- if it can be done --but with safety first.

THE GOOD ONES DO NOT MIND CHECKRIDES. Really! For the good pilots it is an opportunity to show their stuff. In fact, if, after a checkride, you mention an area of concern to them they already know what they did (and probably know some things that you did not even catch). The good ones set their standards much higher than the minimums, yet they remain open-minded to new techniques.

THE GOOD ONES ARE GOOD COMMUNICATORS. The good ones make it a point to be sure everyone understands. When flying with a good pilot you know what they are going to do because they've told you what they are going to do. No surprises. And they make darn sure that they understand controllers and that controllers understand them.

THE GOOD ONES TAKE CARE OF THEMSELVES. They just understand that when they are healthy they perform better. Too, they go to some lengths to stay healthy both physically and mentally. They have the courage and intelligence to not fly when they know they are not up to flying.

THE GOOD ONES READ. Yeah, they are always reading about aviation things. They read newspaper articles, magazines, and books. If it has to do with airplanes they are interested. That interest pays them dividends. They are aware of all aspects of their industry. It is an awareness that pays. They are always up to date.

The one word I would pick to sum up the good ones would be **PROFESSIONAL**. Flying is what they do and they do it well. (Note the type airplane being flown is immaterial; they are professional in any airplane they fly.) Many will read themselves into the characteristics of the good ones when in reality there are but a few. But is that not one of the beauties of aviation? It is always challenging. We have yet to fly the perfect flight but we should always be out there trying. That is what the good ones are doing.

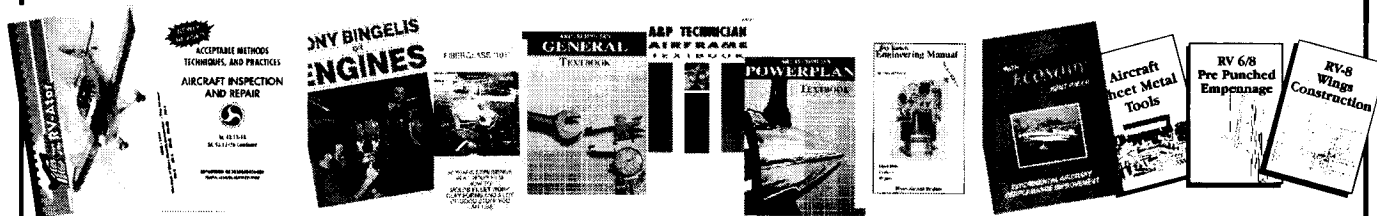
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Classifieds are free to Home Wing members. Ads will run for three months. Send to editor by e-mail or mail. Renewals ok, just let editor know. Date at end of the ad is last month ad scheduled to run.

FOR SALE

FOR SALE - RV-4, Lycoming O-320B2B 160HP, 1,070 TT/SMOH, Pacesetter 68" wood prop, II Morrow Apollo 704 Digital Com, side mounted and hard wired Garmin 90 GPS. \$38,950 Firm. Call (503) 807-9805 for additional details. 1/1/00

RV-6 kit less finishing kit - Emp complete, wings 80%, fuselage still in crate. Also have the fuselage jig. \$8,000. Must also sell RV-6 Quick build with Emp completed, dual brakes, elec tim and flaps, extra set of wing tips (the heavier ones), larger wheel pants. Kit complete less engine. \$17,900. Also have an O-320 with 1000 SMOH for \$6800. Rainpoof@aol.com, 10/99

Wing & Empennage rack — Storage rack for wing and empennage parts on casters, \$40. Contact Greg Halverson 503-591-0105 12/99

ATS Rivet Gun — New \$150, sell \$75. Brent Ohlgren 503-288-8197 or obrento@mail.aracnet.com

Duckworks Landing Light Kit - \$55.00 Contact Brent Anderson 503 598 6132 Days 503-646-6380 Eves brenta@pcez.com, 12/99

Hanger Available for winter — Chehalem (17S) Contact Rod Kimmell 503 985-0606, 1/1/00

Flightcom 40X Headsets, 2 pair – Used about 10 hrs, \$120 for both sets, includes carry case. Bill Christner, 503-829-2856, 10/99

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

BuildersBookstore - 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.buildersbooks.com Featured item: 18 YEARS OF THE RV-ATOR is now available. New additions all the time!

BACK ISSUES are available at \$2.00 each including postage for hardcopy. Limited availability, contact newsletter editor. Adobe Acrobat versions free to members.

WANTED

RV-4 Advice — Seeking RV-4 help and guidance. Mid-fuselage stage on RV-4 project. If anyone wants to take the time to come down to Klamath Falls to look over my shoulder and give me a little guidance on my -4, I'd be willing to buy their fuel and breakfast or lunch. E-mail or call Jim Baker, bakerje@kfalls.net or (541) 884-5900 work, (541) 883-5701 home. 1/00

WANTED - Top half of the old style cowling. Slightly damaged is fine. Charlie. 360 577-6407 or e-mail: searose@kalama.com 2/00

Subscriptions Due

Mail subscribers: Your renewal date is in the upper right corner of your mailing label. Use the form at the back of this newsletter if there are any changes, otherwise just mail a check to the editor, or pay at a meeting.

E-mail subscribers: Look for your name and renewal date in the e-mail that the newsletter is attached to.

All subscription data is tracked in an Access database. Data entry errors can happen - if you find an error in your renewal date please contact the editor.

Use 'em!

Members are encouraged 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 to arrange use.

Remember:

- All use must go through Brent.
- You are personally (financially) responsible for any damage.

Home Wing Tools
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.
Aircraft scales — allows you to accurately weigh your beast and also determine CG.

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
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 jig (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

Home Wing Newsletter Subscription/Renewal

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Name: _____ Spouse: _____
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Project: Status:

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RV-4 Wings

RV-6 Fuselage

RV-6A Finish kit

RV-8 Flying

RV-8A

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

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Fly-In Leader.....Don Wentz 503-543-2298
Home Wing web sitewww.edt.com/homewing