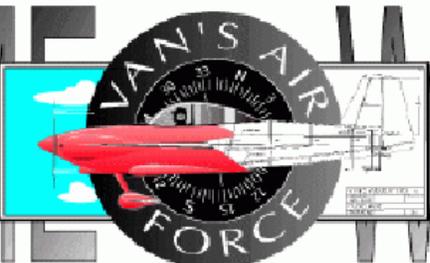


HOME WING



Newsletter of the Home Wing of Van's Air Force

Builders and Fliers of Van's RV Series Aircraft

First Flights!



Randall flies 9/5/99



Rob flies 9/9/99

Editor's Hangar

Does it get much better than this? Go to a Home Wing monthly meeting at a hangar on a gorgeous fall evening, watch a member's RV-4 make it's first flight right there in front of you? Wow, is this great or what?

Those cover photos may not be spectacular, but they're pretty meaningful to Home Wingers Randall Henderson and Rob Hickman... they're pictures of their aircraft's first flights. Isn't that just about as important as the birth of your children? ;-)

For those who didn't attend the meeting you might be interested in knowing some of the trivia; they both started their projects in the same month six years ago, they both had their inspections on the same day, they made their first flights within a few days of each other, and they are now sharing a hangar. Later in this issue they've both written first flight stories as well.

Congratulations to both Randall and Rob!

September Meeting Recap

The focus of our September meeting was of course the first flight Rob Hickman's RV-4. Jerry Vangrunsven did the flying honors. As the group watched Jerry taxied out, then sat at the end of the runway for a bit. He turned and taxied back. "Bummer, I guess we won't see a first flight after all". Turned out to be a popped fuse which Rob quickly fixed. Then it was back out and off he went.

Jerry circled to altitude with Ken Scott and a photographer in chase. Jerry provided commentary from the cockpit via radio — all temperatures normal, flies straight, stalls normally, "beautiful airplane Rob".

The rest of the meeting was taken up with the normal club business and watching a video of Randall's first flight a few days before.

E-mail

98 of 149 members have e-mail. Even if you don't want your newsletter e-mailed to you please let me know if you have e-mail. It's quite useful for notices etc.

New address for editor

Lastly, please make note of my new e-mail address...

OLD: randylervold@csi.com

NEW: randyl@pacifier.com

I will close my old address down within a couple of weeks so please make a note of it for all correspondence.

...Randy



Events 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: 10/14/99

The October meeting will be at Robbin Wessel's house. Robin has an RV-6A project with the fuselage in the jig.

10935 SW Pathfinder Way
Tigard, OR
Phone: 503-639-4365

Directions:

From Portland:

I-5 south, exit Hwy 217 west.

Exit 99W turn Left (west).

Drive approx. 2 miles, turn right on

Walnut St. (BP gas station at intersec-

tion)Go 1/4 mile, turn left on Fonner. Road turns right, turn left on 107th, take immediate right (SW Pathfinder Way). House is on right, near end of cul-de-sac.



Tentative future meeting schedule:

November: t.b.d.

December: t.b.d.

Meeting places needed; if you'd be interested in hosting a meeting please contact Randall Henderson at 503-297-5045

EAA CHAPTER 105 Pancake Breakfast:

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

This month: 10/2/99

EAA CHAPTER 105 Monthly Meeting:

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

This month: 10/21/99

First Flight of N6R

By Randall Henderson

At long last, my RV-6 is in the air. Not finished (old hands keep reminding me that they're never finished), but in the air anyway, so the "building-not-flying" part at least is done. Here's my report, starting with the "Vital Statistics":

- RV-6
- O-360-A1A (Vans new)
- Hartzell C/S prop
- Sliding Canopy
- Electric flaps
- Manual trim
- Full swivel tail wheel
- Single piece wheel pants
- Metal gear leg fairings
- "Light" IFR panel (gyros, mkr, single nav/com)
- Mostly analog gauges
- Empty weight: 1060 lbs
- Started kit November 20, 1992
- First Flight September 5, 1999

Ever since I got it out to the airport in Late July, I had worked at a fever pitch to try to get it into the air before the weather turned sour. Every evening after work I'd go out there and work until midnight, and all day, both days, every weekend. I had a vacation scheduled for early September, which turned out to be perfect timing - one week of REALLY intense work to get it ready for the inspection, and then (drum roll please) the FIRST TEST FLIGHT, on September 5.

Fortunately the plane cooperated, I managed to get it up and down in one piece, and didn't have to make use of that borrowed parachute after all. I have to admit, the first flight wasn't as much fun as I'd anticipated. I was too keyed up, there were these funny smells (mainly en-

gine paint cooking), and the plane, well, it had been growing for all those years in my garage, and I had always been so slow and careful with it, and now here I was hurtling through the air in it at breakneck speed! It was kind of difficult to make the transition from building it, to believing it could really FLY.

The thing flew GREAT — most of my RV time is in an O-320/fixed pitch model, and although I was ready for the extra power, it still was quite a rush to experience the acceleration and climb of that big O-360 engine and C/S prop. Ken Scott and Denny Jackson flew chase — I wasn't sure what they were doing back there most of the time, but as long as they stayed out of my way, I didn't much care. Landing was a bit interesting — pretty good crosswind, but after one good bounce I managed to get it to settle on and stay there.

I had a lot of help getting the plane ready those last few days, from more people than I can name. I wasn't anxious to tell a lot of people when the first flight was to be, as I didn't really want the distraction of an audience, but a number of people did somehow find out, in spite of the fact that I didn't know for sure myself when I'd be going! As it turned out, the people who showed up were mostly serious and knowledgeable helpers, and I was glad to have them.

I have been fortunate to have had the opportunity to

accumulate some 30+ hours of PIC time in various RV-6s and -6As over the years, so I was pretty comfortable doing the first flight myself. Even so, there were some nerves there -- more as a result of the frantic pace I had been going at for so long just to get it done than nervousness about the first flight itself.

I had hoped to paint it before flying, but

the decision came down one of timing: if I had tried to paint it, I wouldn't be flying until November or December. I was frankly getting pretty tired of working on it, and wanted to get into the air while there was still some

(Continued on page 4)



“Now when you get to the end of the runway push the throttle all the way in, count to three, and pull back on the stick. Think you can handle that?”

(Continued from page 3)

good weather left. As it turned out that was fortunate, because in spite of my best efforts, there are several things I've had to do (and some I have yet to do) that would have messed up the paint. Not the least of which is that my alternator pulley sawed through the cowl the first time I pulled a few Gs...! (The blister was there, but not quite in the right place.)

I have to admit I haven't been all that conscientious about doing a lot of structured flight testing. Part of this is due to the engine break-in requirements — you can't do a whole lot of stall testing for example when the engine manual says to keep it at 65%-75% power. I have done max speed testing, flutter testing, steep turns, rolls, steep full power climbs, some moderate G testing, and some rudimentary airspeed calibration and other system checks. But frankly, I've had a difficult time disciplining myself to do too much of that, when there is so much fun to be had!

At 195 mph, the 100 nm diameter flight test area seems pretty small. But even so, just about every time I go up I find something interesting to do, some interesting place to go. I've been traveling to a lot of my old haunts; taken a dip at my 'secret' fly-in swimming hole, made a number of trips back and forth to the in-laws place in Seaside, had numerous \$100 breakfasts, and flown my 314 mile "circle" a couple of times. Since I don't have a GPS yet (hey, it's not like I'm going to get lost 50 miles from my home airport), I'm doing all the navigating the "old fashioned" way -- finger on the map, and occasionally tracking the VOR (ooh-luxury).

I haven't had too many squawks, but a few. Initial heavy wing, which I fixed by squeezing the puffiness out of the ailerons, the aforementioned cowl/alternator clearance issue, and a few other things. And of course I have a list as long as my arm of "improvements" (paint, interior, little things like that). It does look like it will be a while before it's ready for the fly-ins. But now that it's in the air, I feel like I have time and can relax a bit and pick away at it those things one at a time.

As I write this, 3 weeks into my flight test period, I have 17.5 hours on the tach, which leaves me with 7.5 to go. Who knows, maybe I'll even use that time to go do some real flight testing....!

...Randall

First Flight of N401RH

By Rob Hickman

After six years and ten months of building, my RV-4 finally took to the air on 9/9/99; with Jerry VanGrunsven at the controls, during the September RV Builders group meeting. The plane was signed off for flight on Saturday, September 6 along with Randall Henderson's at about 8:00 pm. Consequently, we both missed the Homecoming dinner. By the end of the Labor Day weekend I had the plane re-assembled and ready to fly. I gave Mike Seager a call to schedule him for the first flight and found out that he would be out of town until the following Monday. After seven years, what was one more week. Besides, this would give me some time to work on something other than the plane.

On Wednesday night I got a call from Jerry VanGrunsven suggesting that test flying my plane would make a great "opener" for the Home Wing builders group meeting that was scheduled for Randall's and my hanger the next evening. I had already added Jerry to my insurance, so I arranged to meet him at the hangar at 3:00 to check over the plane. After inspecting the ailerons Jerry decided that it had a heavy wing, but he would fix it before it flew. After rebending the aileron trailing edges Jerry left for dinner and I finished getting the plane ready to fly.

Once everyone had arrived for the meeting Jerry proceeded to test fly the plane with Ken Scott in chase in the factory 6A. The flight lasted about 25 minutes, all narrated to the ground by Jerry and Ken. After landing, Jerry pronounced that it flew perfectly and I did not need to change a thing.

It was a great relief know the airplane flew, but I was still very nervous about me actually flying it. I only had 110 hours total flying time and almost all of that was in a C-152 and C-172. I had 9 hours with Mike in the 160HP fixed pitch RV-6 and 1 hour with Jerry in the RV-6A constant speed and no tail wheel endorsement.

(Continued on page 5)



Me and my very patient and supportive wife, Jeanne.



Rob Hickman's N401RH on it's maiden flight with Jerry V. at the controls.

(Continued from page 4)

On Monday morning I drove to Vernonia for more training with Mike in the RV-6. After another hour of instruction Mike said I was ready to fly my plane and he would meet me at Hillsboro on Wednesday morning. On Wednesday morning, after going over everything with Mike, I actually climbed in and flew it. It is a totally indescribable experience to actually fly something you have built.

After flying the plane for 6½ hours I really like the constant speed propeller and have found that it is easier to fly than the RV-6 fixed pitch. Pull the power and the thing will slow down immediately. The climb rate with 180HP is nothing short of spectacular. I have seen well over 2,500 fpm and have had absolutely no problem getting used to the 180HP. I feed the power in very gradually on take off.

I don't know what I would have done without the training I received from Mike Seager. We are very fortunate to have his services available to us and to be located so close to him.

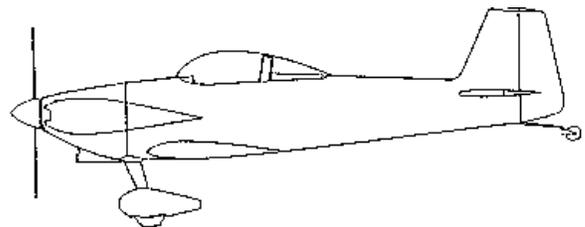
...Rob Hickman

Is Flying Safe?

From AvWeb

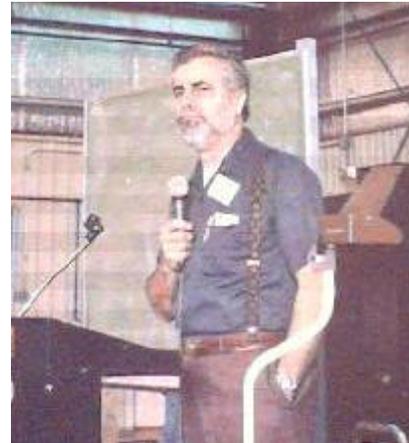
A little perspective...

IT'S STILL SAFE TO FLY: Don't we all just love to tell nonpilot friends that other forms of transportation are more dangerous than airplanes? Here are the latest numbers, straight from the NTSB, to back you up. In 1998 in the United States and its territories, 43,920 people died in transportation-related accidents. Aviation accounted for 683 deaths, with 621 of them in GA. Bicyclists, recreational boaters, and people walking in front of trains notched 794, 808, and 831 fatalities, respectively.



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Wives Can Fly Too

By Kathy Hall

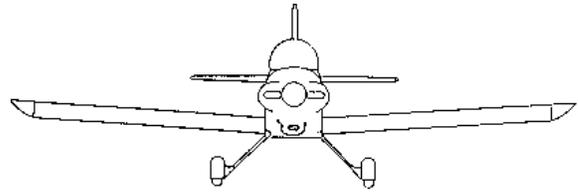
Well, I'm actually doing it. As some of you may remember, several years ago I announced in the newsletter that it was time for me to get my pilots' license. I was editing the newsletter and had just delivered my first baby. Well, one thing led to another, and one excuse led to another, and I didn't do it. Time dragged on, and I had another baby, and one thing led to even more. Finally I decided it really was time!

There are a lot of reasons why people fly – each pilot you talk to has his/her own. I'm not into vehicles, or zooming around, or the challenge, or acrobatics, or the love of it, or any of the other reasons you hear men give. Primarily, I figured if I'm going to own an airplane (Jerald is building an RV-6), I want to be able to use it. The idea of being able to fly up to Bothell or down to Eugene to have lunch with friends I see far too seldom is exciting to me. And every time I go to an airshow seminar featuring women pilots (ie the 99's, Patty Wagstaff, etc) I am overwhelmed by a sense of excitement and freedom.

So with the plane slowly but surely nearing completion, I knew I had to put excuses and conflicting activities aside. I had one major obstacle – childcare. Jerald generously and graciously offered to “support me in this endeavor” by watching them while I took lessons in the evenings. So I signed up for the ground school course at Eagle Flight Center at the Hillsboro Airport. The course is two nights per week for ten weeks. The cost is \$150 (well worth every penny) plus materials (roughly another \$120 – best text materials I've seen). The instructor, Gary, is truly a pleasure and great to pick on. I completed the course last week and took my FAA written exam, which I passed with flying colors. I'm also flying twice a week with Steve Denton (and Nels when Steve isn't available), and I've been really pleased with the instruction. The people at Eagle are so friendly and fun to fly with (unlike my experiences with Hillsboro Aviation) that I always feel confident and comfortable.

It's been a great experience so far. I wanted to share this with you because I know there are other wives of RV'ers that are considering flight lessons. I'll be soloing soon, and have a lot of solo cross-country work to do, but I'll get there eventually. And Jerald keeps hoping that it will spark more enthusiasm regarding working on the airplane (perhaps it would if Football wasn't always on the TV in the garage).

...Kathy



On Aileron Alignment (Or finally, he speaks)

By Mike Wilson

This should vindicate Don Wentz on his recommendation to install wing tips after the wings are on the plane. This weekend I got my wings on the fuse for the first time. The wings and fuse have never been together. It was very satisfying to see them fit perfectly after 6 years. I began control installation and alignment only to find the flaps were not lining up on the fuse symmetrically. What did I do wrong?, the wings are perfect.

This is what I found. When building the wings in the jig, I used an alignment tool to determine flap and aileron alignment. Once the ailerons are aligned, the plans say to drill a locating hole in the bell-crank to frame for locating aileron center during assembly. I was aligning my flaps to this aileron position. This is a good idea and a great help however, one important thing to keep in mind is that the aileron position is an aid for installation, not a reference. Think about it, 1) set fuse to flying attitude (longerons level), 2) align wings and set wing incidence to fuse (the reference), 3) install control surfaces and align to the wing and fuse.

You can't change references half way through the process. At this point in assembly, the ailerons are not the reference! Oh you may get lucky or you may have built everything perfectly. Most RVs, even those pre-drilled one's, are hand built and each has unique characteristics. The ailerons are not the reference. If you use ailerons to set flap alignment chances are high that they won't match at the fuse or wing symmetrically.

Moral: Assemble to only one reference! check assembly to other references. Keep the fuse as a reference and set the flaps. Knowing that the wings are referenced to the fuse, I choose to set flaps to the wing (keep the wing as straight as possible). Then align the ailerons to the flaps. Now you can install your wing tips and all will look and fly as good as it can.

...Mike Wilson

Loose Ends

Summer trip conclusion.

By Kevin Lane

In the February issue I relayed the story of our summer '98 trip to the East coast. I left us in NYC for 5 days while the ground fog dictated IFR conditions. Several of you asked what we did for the remainder of the trip. So here's the rest...

On day six we took the subway to the Port Authority, a bus to Teterboro, and a cart out to the RV with it's dowdy blue tarp flapping. As we zoomed out of there the Fuji blimp was off to our left, tied down. We headed for the Hudson River and the VFR corridor. Ellen got excited and started clicking pictures as we flew past the World Trade Center at 800 feet. By the time we reached the Statue of Liberty she had run out of film! We circled the statue at 800' listening to the tour helicopters at 500'. We flew over Ellis Island and headed north up the river staying to the right side while Manhattan looked like an island rather than a jungle of concrete and people. The towers of the George Washington Bridge are almost 800' high so I veered to the center of the river to miss them. Our VFR ceiling was 1100'. There was no other traffic in sight. Riverside Drive would be our only dry emergency landing site. It was fun to see from a birds eye what the previous day's Circle Cruise tour had pointed out. Leaving the city, the cliffs of the Hudson stand out, looking quite impenetrable.

We had hoped to fly to Cape Cod but it looked pretty hazy still to the east. In fact everything looked hazy. I decided to land and look at maps rather than try to make plans at 165 mph. There was an airport right below us so I dropped into a left pattern. On my base turn I noticed the spider-shaped complex below and adjusted my 90 degree turns a bit to avoid flying directly over it. We had been on the ground no longer than 5 minutes when an officer pulls up. "You just fly in here?" "yessir" "You just flew over a state prison, that's against the law". The airport owner came by later and said the guards really need more to do and bugging pilots lets them get out of the office.

We ended up staying in Albany that night, again at a perimeter airport. Albany International has 100LL for \$3.40/gal. and \$35 tie downs. The weather was VFR but still not the greatest visibility. We headed for Burlington, VT doing a lot of flying right at 1500'. Remaining over Lake George guaranteed us no mountain obscurement and took us to Ticonderoga and Lake Champlain. We were down on 1100' now but the visi-

bility was good. We could see the summer camps all along the lake's edge but any connecting roads were invisible. In Burlington we climbed Mt Mansfield, home of Stowe ski area, with our friends Anne and Andy (the "Raggedys"). At the top we met a park ranger who was spending the day there. Suddenly his back pack exploded, glass flying everywhere. Homebrewing is big in Vermont too. Don't you hate rangers that litter?

Ellen's family has a reunion every year at Lake Junaluska, NC every year. We left Burlington and headed south but the New England fog caught us again in Poughkeepsie, NY. For two days we were stuck there. None of the tourist attractions are open on Mondays and Tuesdays either, like the Old Rhinebeck Aerodrome and Vanderbilt mansion just up the road. So we walked to book stores and ate dinner at a tavern a couple of miles away. Here we met Kitty, maybe 80 years old, parked at her regular spot at the end of the bar, drinking a scotch and water. We discovered she had been a professional ice skater and actually taught Red Buttons to skate. She had strong opinions about Tonya. By the second night you'd think we had been life-long neighbors.

We were off on the third day and the east coast quickly passed as we flew just east of the Appalachian Mountains. Transitioning through the Asheville, NC airspace I heard Frank Justice on the radio. We followed him to a local airport and chatted a while. Waynesboro Regional airport is on the top of a mountain which apparently was bulldozed flat. The scary part is that the first several hundred feet of the runway is now in the valley below, way below. Just when you thought that all displaced thresholds are the same.

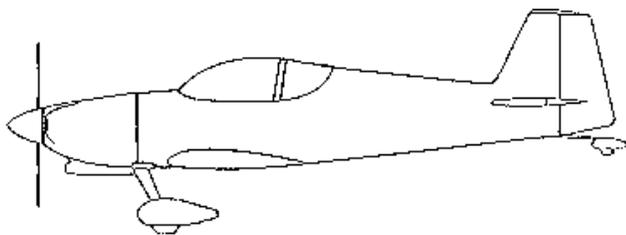
I had noticed a drop in top speed the last couple of days. I got a local mechanic to come up and do a compression check. Two cylinders read in the low 60's. I couldn't see doing any work on the plane and then flying out of that airport. It was literally 800' down off all sides. We stayed a week in the mountains and then I flew by myself to Raleigh-Durham where Ellen's sister lives. The mechanics there seemed far more competent and let me borrow tools and ask a lot of questions. It was embarrassing to try to explain the Van's air filter system with the hunk cut out of the side and the blob of RTV. I changed some plugs, checked timing, cleaned filters and such but found no quick cure. I decided it wasn't getting worse and could be flown home at least. We made Tulsa the next day and with a slow, hot, humid, full gross weight take off ("honey, you do see that smoke stack don't you?") and ten hours of flying were back in Portland.

(Continued on page 9)

(Continued from page 8)

It seems I had glazed my new cylinders and scorched the pistons. I never did come up with a great explanation of what caused it. I don't lean the mixture much anymore though. Without temperature probes on each cylinder you are left guessing. ECI said my 300 hr pistons looked more like 2000 hrs., all black and brown on the piston skirts. But nothing \$1200 and mineral oil won't fix. In a conversation with a formula one racer at Reno makes it seem that it is possible to unglaze the cylinders by running them through some full power cycles.

...Kevin



Home Wing Tool Policy

At the last two meetings various methods of keeping our group's tools from loss and abuse were discussed. In the end we decided that we would not initiate deposits, use fees, or personal escorts. What we decided was...

- Everything goes through Brent — do not give the tool to another member.
- Brent will keep an accurate sign-out sheet for each item so he knows where it is at all times.
- Brent will inspect all tools upon their return. If there is any damage he will ask you to pay for the repair (with the threat of public humiliation if you fail to be a grown-up).
- That we are buying new aircraft weighing scales for the group.

The ability to have occasional use of these expensive tools is a real membership benefit, let's respect the group's assets.

...Randy

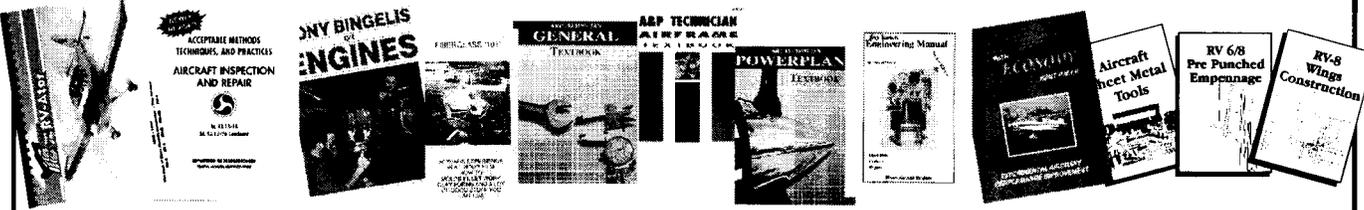
1/1/2000



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RV-ation Bookstore is now Builder's Bookstore

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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 - RV-4, Lycoming O-320B2B 160HP, 1,070 TT/SMOH, Pacesetter 68" wood prop, Il 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

RV6/6A Empennage – Completely assembled and corrosion-proofed. Excellent workmanship. \$1,000. Mike Graves, 503-356-1923, 10/99

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

RV-6 Fuselage Jig – I believe mine is the fourth or fifth on this jig. I got it from Steve White and he told me that Carl Hay used it. Located in Gresham, contact Bob Borning at 503-661 7627, 10/99

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

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.

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.

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.

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

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Project: **Status:**

RV-3 Empennage

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
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