

HOME WING



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



Gary Hanson stages for the first heat of the Jackpot 2000 Air Race. He's easy to spot, he's the only RV amidst a sea of canards. Air boss Shirl Dickey directs the action.

Jackpot 2000

By Randy Lervold

Perhaps you remember the May Home Wing meeting – Gary Hanson told the group about the Jackpot air race on July 2^d and tried to stir up some interest among us. “Let’s fly down together and enter the RV class?” No one seemed to have any interest. I thought this was strange... why wouldn’t the flyers among us

jump at the chance to make a 3 hour flight together and then engage in a little friendly organized competition to see how his/her machine really performed. Maybe it’s just me.

Even though I didn’t really understand what the event was all about based on Gary’s description, I approached him afterwards to let him know I’d be interested in any right seats available regardless. I mean how bad could it be? Fly for 3 hours in an RV, stand around for a day watching airplanes race and talking to other pilots, then do another RV cross country back. Geez,

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Meeting coordinator:
Randall Henderson
503-297-5045
randallh@home.com

MONTHLY MEETING:

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

Place: Jerry & Judy VanGrunsven's
Olinger Air Strip
33770 Bagley
Cornelius, OR
Date: Thursday August 10, 2000
Time: 7:00 pm
Phone: 503-648-3464

The August meeting will be held at Jerry and Judy VanGrunsven's house/hangar on Olinger Airstrip in Cornelius. Jerry and Judy are working on their fifth (or is it their sixth?) RV, an RV-8.

DRIVING DIRECTIONS:

From Portland: Go west on US 26, take the North Plains exit (#57). Turn left (South) on Glenco, go 1.7 miles, right on Wren road, 3/4" mile, left on Leisy, 3/4 mile, right on Bagley. It's the last house on the left (West end of the strip).

From Hillsboro: North on 1st, which becomes Glenco, left on Wren road, follow the rest of the directions above.

From the Air: Olinger airstrip is inside the HIO class D airspace, so you must communicate with HIO tower prior to entering the airspace, then switch to 122.9 for pattern and landing. The strip is privately owned and fly-ins are on an "invited guests" basis. The runway is narrow and relatively short (2000'), with houses and yards pretty close to the strip. There is a road that runs perpendicular to the east end of the strip, necessitating a somewhat high approach from that end (at least 15' above the road). If the common late summer NW evening winds are in effect, it will mean landing from the east, and will include some tree- and house-induced turbulence at the east end. If you're comfortable with all of that, then by all means go ahead and fly in. Otherwise, please use a ground alternative.



Tentative future meeting schedule:

Sept: Help, we need a meeting place!!
Oct: Steve Householder's hangar at HIO (tentative)
Nov: ?
Dec: ?

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, \$5.00 (always lot's of RVs to look at too!)

This month: 8/5/2000

EAA CHAPTER 105 Monthly Meeting:

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

This month: 8/17/2000

EAA CHAPTER 902 Monthly Meeting:

Second Wednesday of every month at the Mulino Airport in the OPA building. For info call Gary Sparks at 503-251-0843

This month: 8/9/2000

Newsletter Delivery

Our member database continues to hover around the 150 mark (presently 148). Newsletter delivery is split 68 mail, 80 e-mail. I'd like to encourage those still receiving b/w snail mail to switch to e-mail delivery. Some of the benefits include...

- **Faster delivery:** you receive the newsletter 2-3 days ahead of snail mail.
- **Full COLOR:** with the increasing use of photos this adds another dimension you don't want to miss.
- **Storage flexibility:** you can print it on your own printer, or leave it stored electronically, or both.

If you're interested but unsure let me send you a test copy. Just send me an e-mail (randy@rv-8.com) and I'll send you a test copy.

Lastly, I would encourage ALL members to make sure I have your e-mail address even if you don't get your newsletter that way. I occasionally send out e-mail to all on important notices.

Thanks!

...Randy

July Meeting Recap

Our July meeting was hosted by Home Winger Randy Griffin at his Vancouver home where he's building an RV-8 slowbuild (although his progress has been anything but slow). New members were introduced, stories were told, and a good time was had by all. Thanks, Randy, for hosting!



Wings in the driveway... a sure sign of an RV builder's house. Here steely-eyed RV builder's inspect the work.

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punish me some more! Gary indicated that he already had a co-pilot but that he would keep me in mind as backup if he cancelled. A couple of weeks later he sent me an e-mail indicating his first choice co-pilot couldn't go and I could have the spot if I wanted. "Heck yea, count me in!" Being second choice didn't bother me.

After getting drafted to do last minute Chapter 105 pancake breakfast duty on Saturday 7/1 due to some folks who flaked out, our plan was to be wheels up at 10:30 am. So we kicked the tires, checked the oil, and headed out through the gorge due to low clouds. Once to Hood River it cleared up as usual and we headed south GPS-direct to Jackpot, Nevada, at 9,500 ft. Other than the usual mid-day turbulence all was normal it was an uneventful and enjoyable trip. This was the longest flight I had ever made in an RV so it was great for me just to sit there and watch the plane perform. After flying Cessnas of various flavors for many years now I just couldn't get used to what my little Garmin Pilot III was telling me. The little "miles to dest." Box indicated 175 miles, yet "time to dest." Box indicated 51 minutes. These computations kept showing up on my screen, but it just didn't seem right – it really requires re-calibrating your expectations... cool!

Descending into Jackpot and checking weather with flight service we were advised we might not be able to land there due to an "incident" on the runway. We proceeded inbound and found aircraft in the pattern and landing. As we rolled out and neared the end of the runway we saw the remains of a Berkut that had flipped over and broken apart on landing. Other pilots on frequency were advising caution due to seriously squirrely winds. Unfortunately the Berkut driver got nailed by some sort of a strong eddy as he was flaring. The pilot was LifeFlighted out with a badly broken leg, and his passenger with a broken arm. Glad it wasn't worse. We parked among a sea of canards and winglets, maybe 25 – but not an RV in sight.

Now for those of you who have never been to Jackpot, it is located about 10 miles south of the Oregon border smack in the middle of nowhere. It is a small oasis in the middle of the desert that exists for only one purpose... gambling. Literally, it's a casino (Cactus Pete's), an airstrip, a gas station, and a general store. I'm told that Cactus Pete's owns all of it. Now that you're thinking the worst let me tell you that the accommodations and service were really very good everywhere we went, and prices very reasonable. Cactus Pete's even

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puts up prize money for the race.

Sunday dawned with that wonderfully clear smell and feel that is unique to the desert. Walking to flightline in the cool morning desert air for day of aviation activities was indeed a treat. We showed up promptly for the pilot's meeting promptly at 7:00 am to get instructions for the day's events - it was great just to be out there even if I didn't have anything to fly. Since Gary was the only RV there (embarrassing) he had his own class, but was grouped in the first heat, nine aircraft total. A guy named Doug was the starter aircraft who worked in concert with the air boss on the ground. All aircraft in a heat were to line up on the taxiway, with runups complete, behind the starter plane (a LongEze). All would then depart at ½ runway length intervals to the south (the direction of the course). Pilots were then to fly single file with reasonable spacing and turn to the right 180 degrees and head 10 miles downrange. It was expected that everyone would be in a nice evenly spaced line by then. If the person ahead of you got lost you were instructed to simply pass him and stay in formation. At the turn around point (ten miles downrange from the start/finish) the starter plane flew a large right turn. All aircraft would cut the corner appropriately to put them in a line abreast. The starter would then call corrections to keep everyone in line as the group approached the start/finish line, which was a taxiway perpendicular to the runway. The starter would DQ anyone too high or too far ahead, and he tried to set a pace of around 140 mph. Since all the planes except Gary were white canards he used their race numbers which had been assigned and taped on the sides to identify the planes. For example "race 7 fall back 100 feet".

As the group approached the line the air boss and the starter both made a quick call of any DQ'd aircraft, the starter then called "race on" and pulled up sharply out of the formation. Everyone firewalled it and made a course for the first turn, a VOR approximately 50 miles downrange. The planes quickly spaced out with a Lancair (the only one) grabbing the lead. Pilot chatter on race frequency made for interesting race commentary. After reaching the VOR and the course called for a left turn went only two miles to a small airstrip and made another left turn back to the start/finish. Race rules called for finishing over the start/finish line no lower than 100' agl with the air boss having sole discretion as to what was too low. About 35 minutes later the Lancair came smoking in first - crossed the line at 100 feet and pulled up into a victory roll... cool! Then one by one they all came in... "race 8 finish", "race 77 finish", etc. . I must admit, it is fairly impressive to see an O-200



TOP: Gary Hanson taxis back after winning the RV Class and sports a wave for the crowd.
BOTTOM: race pilot Hanson tends to repairs so we can get home.

powered aircraft fly that course at 215 mph.

The second heat was the faster of the two and had fourteen aircraft — man, you should have seen that start line stretch across the sky! Same drill here but with faster aircraft. The overall winner was an impeccable Glasair III who finished the 125 statute mile course in 26:40.57 for an average speed of 281.076 mph

Once the two heats were over with it was time for the ribbon cut. Someone flew to altitude and dropped a center-weighted roll of toilet paper out. As it unraveled the contestant was to fly through and cut the rib-

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bon, then repeat as many times as possible without violating the hard deck, which I think was 1,000 ft agl. I encouraged Gary to enter knowing that an RV can outturn a canard any day of the week, and that he would probably grab the glory. He wanted to watch this year promising he'd enter and win next year. Needless to say watching a LongEze change direction in the sky is not the most exciting thing there is... I sure wish *someone* with an RV would have entered and smoked these guys.

After running the RV flat out at 2,800+ rpm for the race Gary noticed a few problems on post-flight inspection. After de-cowling he found a leaking gascolator, a broken exhaust mount, a broken piece of baffling, and oil on the cockpit floor. Hmm, if we wanted to get home we had some work to do. The oil on the floor turned out to be spillage from his last oil change. The broken baffling was on the exit side of the head so we just removed it. I ran up to the local gas station where Earl helped my out with an assortment of o-rings, which Gary "adapted" to fit. Finally we safety-wired the exhaust in place with a design created by about eight or nine Eze pilots all looking on. After gassing up Gary pronounced the plane airworthy for the flight home the next day... I concurred (which only matters since *my* butt would be up there over the desert too).

The rest of the day consisted of lounging by the pool and hangar flying with a whole different type of animal... the Eze builder/pilot, and the awards banquet that evening. I'm quite aware of all the jokes about plastic airplanes and such. But let me tell you, this is a great group of guys. They are very friendly, don't have any problem with RVs, and are very involved with their aircraft. As you walk the flightline you will not see any two aircraft alike. These guys make modifications every year in search of those elusive extra knots, and they are quite willing to tell you all about. There is some very creative thinking going on among this group and I picked up a few tips I'm anxious to incorporate in my own plane. While poolside the owner/designer of the Berkut (retractable canard) stopped by and chatted with the group. He gave some interesting insight into some of the other designs such as the Velocity, and how CG management effects performance. BTW, be sure and talk to him before you buy a Velocity. While on the flightline renowned canard speed wizard, and designer/manufacturer of Lightspeed Ignition, Klaus Xavier, stopped by while Gary's cowl was off and offered his advice. While talking he also gave me a tip on my fuel system — quite a knowledgeable guy.

The evening banquet and presentations, compliments of Cactus Pete's, were thoroughly enjoyable. Our



One of our two companions on the flight home, Gil Hutchinson, over Eastern Oregon. Photo by author.

dinner table included two Eze pilots from Aurora, Gil and Will, that Gary knew, and we arranged to fly back with them the next day. We met for breakfast at 7:00 am, then sauntered on out the flightline. The plan was to fly due west a bit to get around an MOA, then turn northwest GPS-direct to Aurora. Once at altitude we formed up loosely and compared performance notes on 122.75. We took turns leading and also took some air-to-air photos while progressing along at 10,500'. Gil had the fastest plane and ended up getting about three miles out ahead. Just as well because as we neared the cascades we were flying above first scattered, then broken clouds. Up ahead it looked pretty socked in so Gil was assigned the task of finding us a hole. He did, and we dropped the two Ezes in the pattern at Aurora and slid on back home to Twin Oaks.

What a great trip! With my plane on schedule to be done some time this winter (yea, right!) this event will be a must do for me. Folks, this is a just a great way to spend a couple of days and I highly recommend it. In fact the absence of an RV contingent is embarrassing and I really think we ought to get organized and take several planes down there next year. Believe me, as the time approaches you will hear from Gary and I about it. This is simple, good clean fun. Bring your hot rod on down and let's see what she'll really do. Then do some tweaks during the year and try it again next year. Gary's list already includes new PR wheel pants, engine baffling work, and potentially some prop work. He posted 197 mph last year, then did the same speed this year. He was expecting more after topping his engine, and is focused on breaking 200 mph next year. I plan on being there to see if he makes it, how about you?

...Randy








Flying Activities

By Flying Activities Coordinator:
 Randall Henderson
 503 297-5045
 randallh@home.com

Arlington NWEAA fly-in — my first "big" fly-in. What a great time! I'd been there before but this was the first with my own RV. What a thrill. Several people commented on the size of my grin as I taxied in — I'm sure I was, I was charged up with adrenaline from the busy approach, then taxiing in past all those people in your own RV behind

the "follow me" scooter, well, there's nothing quite like it.

Jeanne and I camped and both had a great time meeting new people, many of whom I'd known over the internet or heard of but never met. And of course there were many people from the group, and we had a good time hanging out and telling stories with them. I got a charge out of Jeanne who was really having a ball (who woulda thunk it?). She was genuinely fascinated with all the different types of airplanes there. Uh-oh, is there another kit in my future?

date		description	contact
?		Rob Hickman is interested in getting a group together for a day trip to Silverwood ID (S62) . Written up in a recent issue of the Flyer, abd bulled as the "Northwest's largest theme park". Sounds great for a trip with the kids. The main thing is that it has its own airstrip. See their web site at http://www.silverwood4fun.com/static	Rob Hickman 503-524-3190 RobHickman@aol.com
Sept 14-17		Bob Neuner and Kevin Lane are going to the Reno Air Races , and are hoping some others will come along, if only to help control Rion :-). Call Bob or Kevin if you'd like to hook up.	Bob Neuner, 503-772-6361 bobn@ims.com Kevin Lane, 503-233-1818 k3773@mciworld.com
November		Mike McGee is interested in getting together an RV contingent for this 15-day Caribbean fly-out trip . This is an annual tour put on by an outfit in Florida called Panama Aviation, and is billed as their 23rd trip. Mike is looking for anyone who might want to go and also information from anyone who knows more about the group that puts this together (how well organized they are,etc.)	Mike McGee 503-534-1219 mpcrfr@teleport.com
?		Still hoping to do a fly-out camping trip or two this summer but no firm plans yet. Once OSH is out of the way then I'll be thinking more seriously about it. I have some good ideas for destinations so stay tuned!	Randall Henderson 503-297-5045 randallh@home.com
Sept 4-5		Local breakfast/lunch: Folks usually fly out for breakfast and/or lunch during Vans Homecoming. Jerry VanGrunsven usually leads at least one of these flights so check with him at the fly-in.	Jerry VanGrunsven 503-648-3464

Home Wing Tool Policy

Reminder; at the recent 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

EAA Technical Counselors

We have a new technical counselor — Randall Henderson. That makes three tech counselors in the group who have RV experience (that we know of):

Randall Henderson

503-297-5045, randallh@home.com

Dave Lewis, Sr.

503-690-8237

Don Wentz

503-543-2298, jwentz@columbia-center.org

Please drop a line to the editor if you know of others.

Reminder: New E-mail Address for Editor

Please note my new e-mail address for all correspondence... randy@rv-8.com (easy to remember, huh?)

1/1/2001

Builder's Bookstore

for the builder, technician, & pilot

[HTTP://WWW.BUILDERSBOOKS.COM](http://www.buildersbooks.com)

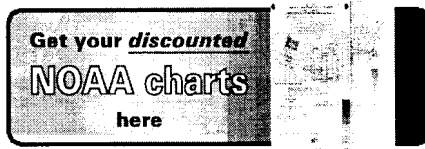


Van's RV Specific

18 Years of the RV-ator	\$27.95
Orndorf Construction Videos	full set
Van's preview plans/manuals	RV-4,6,8
Aiming High	17.95
The RV-Story - VHS	10.00

Other RV Appropriate Titles

Aircraft Sheet Metal	\$18.95
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Bingelis - On Engines	24.95
Sky Ranch Engineering Manual	19.95
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AC Painting 101	25.95
Speed With Economy	24.95



Sectionals	\$6.95
WAC Charts	6.95
TAC Charts	3.95
Planning Charts	4.45



Other RV Appropriate Titles

Lycoming Operator's Manuals	\$19.90
Aircraft Auto Engine Installation	19.95
Instruments & Avionics	23.95
Taming the Tail Dragger	9.95
Builder's Log Book	4.95

Complete sections for:

- General Airframe Techniques
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Builder's Bookstore

<http://www.buildersbooks.com> for book and video info call 970 887-2207 PO Box 270 Tabernash, CO 80478

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

Horizontal stabilizer for RV-6. Completely assembled, structurally sound with a few slight dents and scratches. The parts to build a new one will cost you \$494.20 and that doesn't include the labor. Buy this one for only \$200.00 complete. Contact Dean at 503.681.0183 or email deanpsir@ftconnect.com, 8/00

Jump Start Your Project—RV6 empennage complete, wings 80% done. Top quality, built in A&P/A&I's shop. Switching to 8QB due to time constraints. \$7.5K. Contact Jon F. 503-262-2640 or Dave 503-640-7728, 8/00

RV-6 Empennage & Wing kits — Empennage partially completed, wing kit is Steve Barnard's fastbuild. Contact Rod Kimmel, 503-985-0606, 8/00

1988 RV-4 Cowling

- New, unused, Van's Finish Kit Issue Small Intake
- Long-style, Requires Prop Extension Polyester/fiberglass, Gelcoated
- Includes misc. fiberglass pieces, but not hinges, etc. O320 Only?
- \$250 + Shipping + Crating
- See at <http://www.matronics.com/MattsRV4/MiscPictures/88Cow11.jpg>

1993 RV-4 Cowling

- New, unused, large Intake
- Long-style, Requires Prop Extension
- Polyester/fiberglass, Gellcoated
- Includes misc. fiberglass pieces, but not hinges, etc. O320 or O360
- \$300 + Shipping + Crating
- See at <http://www.matronics.com/MattsRV4/MiscPictures/93Cow11.jpg>
- Contact Matt Dralle, dralle@matronics.com, 925-447-9886, 8/00

RV-6 Prepunched Empennage and assorted tools - All items offered individually at ~85% of (~15% off) their original price. Or buy all items at 80% of their original price. The listing below will supercede any math error. Work started on horizontal stabilizer - frame is drilled, almost ready for rivetting. Jig is wood - 2x4, 4x4 and plywood construction. E-mail for pictures of jig and/or work done on horizontal stabilizer. Or call for more information. George Johnson, Colorado Springs, CO, (719) 622-9479 <mailto:geoandlisaj@yahoo.com>

Vendor	Qty	Description	Original Price	Offering Price
Van's	1	RV-6 Prepunched Empennage Kit	1267.00	1076
Brown	1	Taylor Rivet Gun 3X	154.95	131
	1	Jig	125.00	106
ATS/Brown	4	Rivet Sets	41.80	35
Van's	80/20	3/32" / 1/8" Clecos	33.00	28
ATS	2	Buck Bars	29.20	24
ATS/Brown	2	Dimple Dies (3/32" pop & 1/8" standard)	22.90	19
ATS	1	Fluting Pliers	15.95	13
Van's	1	Trim Bundle, etc. (for practice)	9.55	8
Brown	3	Drills 6" & 12"	9.35	7
Van's	1	Riveters Tape 3/4"	5.94	5
		Total	\$1,714.64	\$1,452.00
		20% Off (Purchase all items)	\$1,371.71	

Crimp tool — IDEAL Crimpmaster™ electrical connector crimp tool, US made, bought at Norvac for \$65. Hardly used, found another I just HAD to have, sell for \$50. Contact Randy Lervold at 360-254-9291 or randy@rv-8.com

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

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

WANTED

Flying RV-4 or RV-6 — I am looking to buy a flying RV. I prefer the RV6 series, but would consider a good RV4. If you know of anything, I would appreciate having the seller contact me. Thank you. Jim Hughes jcdevitt@home.com [319] 263-0684 Muscatine, Iowa 9/00

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.
Oil filter cutter—custom make by Stan V.

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 man-	Stan VanGruns-	
Prop tach (calibrate your	Butch Walters	360-636-2483
Engine stand	Don Wentz	503-696-7185
Engine hoist	Norm Rainey	360-256-6192
Surveyor's transit level	Bill Kenny	503-590-8011
Back riveting contraption (large, counterweighted bucking bar and suspen-	Bob Neuner	503-771-6361
Lead crucible (for melting	Doug Stenger	503-324-6993
Table saw taper jig (for ta-	Carl Weston	503-649-8830
48" pan break located at hanger PLS D-10 at Trout-	Kevin Lane	503-233-1818 h3773@mciworl
Lasar T-300 magneto tim-	Randy Lervold	360-817-9091,

Home Wing Newsletter Subscription/Renewal

To join or renew, fill out this form 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, payment method, and any other information that has changed. Please don't forget your e-mail address and newsletter distribution method. *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

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RV-8A

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Home Wing – Van’s Air Force
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Annual fly-in leader	Don Wentz 503-543-2298
Home Wing web site.....	www.edt.com/homewing
Webmaster.....	Randall Henderson randallh@home.com