



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

Home Wingers recognized at Arlington Fly-in...

**2001 CHAMPION
CUSTOM BUILT—KITS
RV-6 N6R
Randall Henderson
Portland, OR**

**2001 WORKMANSHIP
CUSTOM BUILT—KITS
RV-8 N558RL
Randy Lervold
Camas, WA**



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

MONTHLY MEETING:

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

Place: Pacific Coast Avionics
Date: Thursday, August 9, 2001
Time: 7:00 pm
Phone: 503-678-6292

The August meeting will be at Pacific Coast Avionics, which is located on Aurora Airport (UAO). Pacific Coast sells a wide variety of avionics and instruments, and also custom-builds panels for RVs and other aircraft. Members are encouraged to arrange auto-pool or plane-pool rides to get there

DRIVING DIRECTIONS:

By land:

Take I-5 south, take exit 282A. At the first light, turn left (Arndt Road). At the four way stop (flashing red light), turn right (Airport road). About 1/2 mile down, turn right into Pacific Coast Avionics.

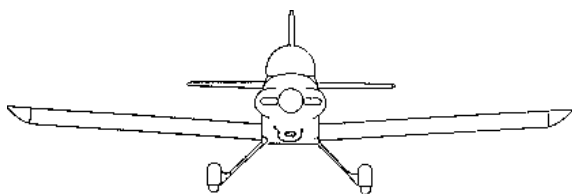
By air:

Aurora's identifier is UAO. Pacific Coast Avionics is located about midfield on the east side of the runway. Be sure to observe the published noise abatement procedures.

Future meeting schedule:

Sept: Dean Psiropolous RV-6 project
 Oct: t.b.d.
 Nov: Nelson Lyon RV-6 project (tentative)
 Dec: 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, \$5.00 (always lot's of RVs to look at too!)

This month: 8/4/2001

EAA CHAPTER 105 Monthly Meeting:

Third Thursday of every month at the EAA 105 hangar/clubhouse, Twin Oaks Airpark, 7:00 pm. See www.eaa105.org for details

This month: 8/16/2001

EAA CHAPTER 902 Monthly Meeting:

Second Wednesday of every month at the Mulino Airport in the OPA building. For info call Bob Boring at 503-661-7627

This month: 8/8/2001

Wanted: RV Pilots—The weekend of September 22nd, the local Columbia Cascade Chapter of 99s are having a NW Sectional Convention in Portland. On that Saturday Morning, the 22nd, I have scheduled the spouses of the 99s attending the convention to tours Van's Aircraft, (while the 99s are holding a business meeting.) I have told the Convention Organizers that I would try to get some local RV Pilots to give rides, after the tour that morning, for these men in their RV's. Harmon and I will be giving rides also. Some of the spouses are pilots; some are only spouses who enjoy flying along with their wives. We're guessing there'll be approximately 15-20 men touring Van's. If you would be willing to give a ride to one of these men, please give me a call.
 Marcy Lange 503-397-6916, 9/01

Subscription Due Dates

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.



Gary taking a break under the wing of N246RV at Salmon Arm in June of this year.

Editor's Hangar

Bad news

Since taking over editorial and publishing duties of this publication over three years ago I have had to publish two issues that brought you bad news. First, Van's employee and local good guy John Morgan was lost in an accident in California. Then, unbelievably Bill and Jeremy Benedict were both lost in Arkansas. After finishing that grim issue I said to myself "*I don't EVER want to have to do that again*".

Unfortunately though, and with much regret, I must bring you news of another loss: Gary Hanson and Mike Johnson were killed in an accident on July 7th while en-route to Jackpot, NV. Gary's RV-6A was one of four planes that flew over to Jackpot together for the air race. When entering the pattern at Jackpot Gary, and co-pilot Mike, crashed on a plateau above the airport.

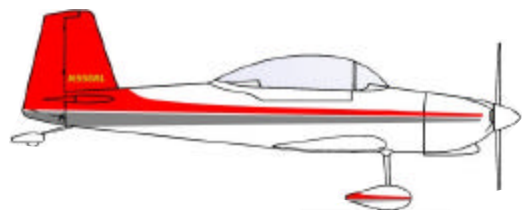
The FAA investigation is not yet complete and so the official cause has not yet been determined. It appears however to be some sort of an accelerated stall/spin accident. While there were witnesses both in the air and on the ground, it is still not known *exactly* what happened

in the cockpit that day, and may never be for certain.

As an active member of Chapter 105's leadership team Gary will be missed by many. I know I always appreciated his friendly demeanor and positive attitude. A good friend and frequent flying companion of Gary's, Mike had taken over an RV-6 project. He was making great progress on his plane and was looking forward to flying it as we all do.

Be careful out there!

...Randy





Checking Out the Hot Springs at the Alvord Desert

It was going to be a gorgeous May Sunday so I started calling around for some flying buddies. My wife had stepped on a nail that day so she was out. Jeanne had strep throat so Randall was out. Don Wert was taking a friend to Creswell so I had a taker. I picked up Don twenty minutes from Eugene while I was just getting to Salem. I had been putting along at a thrifty 130 kts so by the time he landed and caught up we were over Crescent Lake in the Cascades.

We decided to visit Crater Lake, take some photos and head on to the desert. Even though you can technically fly over the ocean legally at sea level, that logic won't work at Crater Lake. It's a national monument, 2,000' above please. If you don't stay too long you won't need to break out the oxygen! From there we droned over eastern Oregon with "REO" on our GPS's, Rome State. The Steens weren't quite so regal with only a partial covering of snow. We had be blessed with a 35 kt tailwind out of the NW on the way down. Dropping

down to near ground level brought on moderate turbulence, especially downwind of any ridges.

I dropped down to the desert floor to begin looking for the hot springs. They are very evident from the mineral deposits bleeding out on to the desert floor. My first attempt to land was aborted while I continued to search for what was upwind. There is nothing to indicate wind direction so you just have to observe your drift. The wind on the desert floor was a good 90 degrees from the other side of the mountain. No flaps helped with the descent, then full flaps to slow down just before touchdown. I taxied for a good mile and the resistance kept getting greater. I decided to stop before coming to a complete stop and walk the rest of the ways.

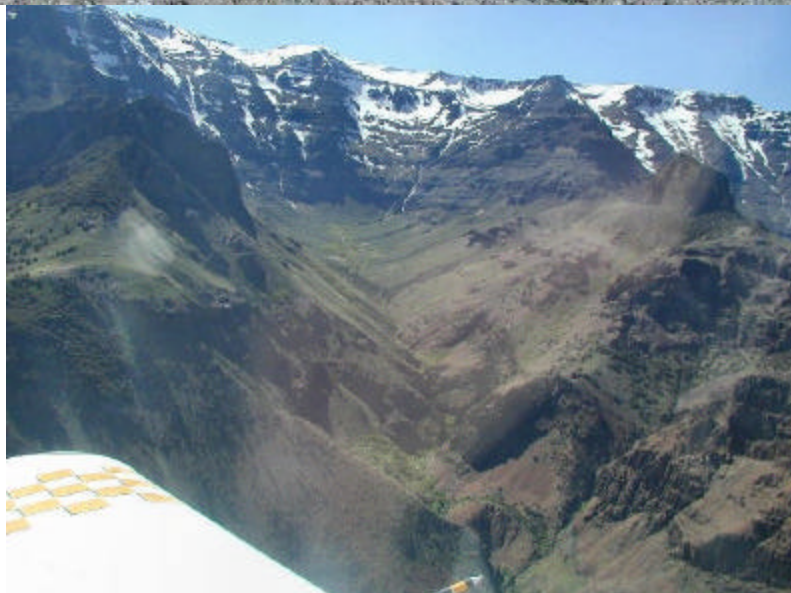
How deceiving distances are from the cockpit. I had an easy one mile walk through ground that started out feeling like walking on freshly baked brownies, to harder sand with mounds, to small shrubs and finally streams. The one occupant had left after I buzzed to springs, so I had it all to myself. The open pool was pleasantly warm. The enclosed pool next to it was VERY warm, like bring the lobsters or pasta. Apparently there are irrigation pipes with wood plugs for adjusting the temps.



Eventually a truck pulled up and three guys got out, so I decided I'd had enough. I didn't say anything as I hiked back out into the desert, my white plane barely visible. I don't think they missed my takeoff however. Taxiing through the brownies was a lot harder from a standing start. I hated to use full throttle, but anything less did nothing. The sand didn't seem to do any prop damage. Don had decided to try it another day when the winds weren't so strong, and I certainly wasn't going to push him.

Of course the return trip was big time head winds so flying knap-of-the-earth was in order. I saw some prong horn antelope, pelicans on Lake Harney, and scared a bunch of steer (and you though those burgers were tough because they get overcooked!) on the way back to Burns. It was a beautiful day to fly in Oregon. You better get flying soon though, I saw six forest fires in one day. There may be less to see by next year.

...Kevin Lane
N3773 RV-6A



ABOVE: Kevin's N3773 parked in the Alvord desert.
BELOW: The Steen mountains.



First Flight!

By Chris Lund

It almost looked like a race last month to see how many 1st flights our group was going to make, and who would be first. After 8 1/2 years of on/off building, I was either going to finish my RV-6A, or sailing was beginning to look real interesting. Quite a few of my initial ideas had also changed due to moving to a home with a smaller garage, such as painting before I flew, etc.

My RV had been in 5 shops, stored in my father-in-laws garage for a while, and was actually starting to show signs of "garage fatigue". I was fortunate to have a couple of friends (the RV Elves) that are addicted to building and can't stand to see an unfinished RV. Kevin Lane and Brian Moentenich would always be stopping by my hangar and giving me a hand. I'd hear things like "hey, your wing tips aren't on yet!". A few hour's later Brian would leave and my wing tips would have all the nut plates on and ready to install. Sometimes I would stop by my hangar and Kevin would have been there and finished something I had started, or dropped off a part I needed. Much thank's to these two guy's and Randall Henderson (the answer man) for all their help.

I flew with Mike Seager for about 5 hours, but I still felt more comfortable letting someone else test fly it as I have only flown about 5 hours in the past few years. Frank Sneed was the DAR and he was great to work

with. He signed her off on May 10th and Mike Seager test flew it on May 13th. I flew chase with Bob Neuner.

I am running a Bart Lalonde O-360 with a constant speed, and tried to keep it simple and light. It weighs in at 1067 without paint and wheel pants. This thing really cooks. The only squawks were a bad airspeed indicator (what do you mean it doesn't stall at 39 mph?), and a slightly heavy right wing.

As of today, June 13th, I've burned a whole lot of fuel and have 46.7 hours on it. I've been to Eastern Oregon, Southern Oregon, a few trips to Sun River, and don't feel quite right if I don't fly at least every other day. We are planning a trip to Alaska in August.

Fortunately, I have a very understanding wife who really has helped a lot, like when the 2 Elves popped by and we put 147 hours in 10 days in my garage drilling and riveting the fuselage together. Breakfast, lunch, and dinner were always ready. She is also the worlds greatest cheerleader - "Hey hon, put your shoes on and come out to the garage, I just installed the throttle cable!", or her other great line " If you need it, just buy it!". Without my Wife, the Elves, and quite a few friends in the group, N823 CL would probably just be a dream.

The difference between building and flying is quite a bit better than I ever expected, and I sure encourage anyone who is building to not give up, and keep drilling those holes!

...Chris Lund, N823CL



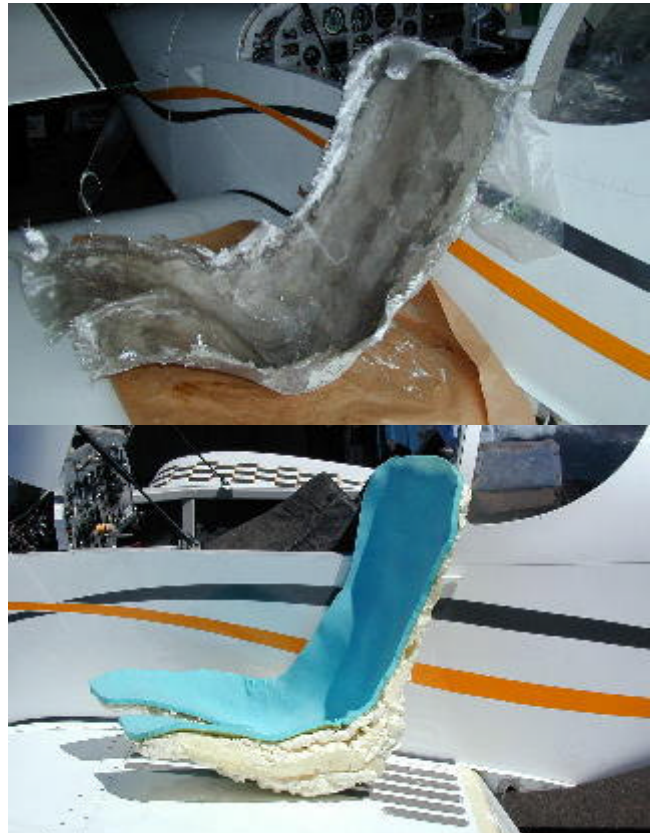
Funky Foam Seat Is Comfortable

By Kevin Lane

I have an interest to attempt some very long cross-country flights. The temperfoam seats I have are OK for the typical 2.5 to 3.5 hour legs, but I wanted to make trips much longer. So I played with the idea of a custom molded seat that matched me exactly, hoping that the 100% contact would distribute the pressure well and support the lower back. I decided to make a mold, lay up a fiberglass shell and then foam the shell to fit the plane.

First I protected the cockpit with a layer of 4 mil plastic sheeting. Next, I mixed up most of two 25 lb bags of 15 minute joint compound and plopped it in the plane, saving some for the back. Another layer of plastic went on top. Then I sat on it, wiggled around until it felt like it was the shape of me. It sets up enough after 5 minutes that you can climb out and start filling in the back seat area. Although I did this by myself, with two people it would work better. I gave the mess a day to set hard, peeled the top layer of plastic off, and worked more joint compound into the wrinkled spots the plastic left, as well as smoothed the mold surface in general. I coated the compound with a generous layer of mold release, although simple car wax probably would have worked just as well.

On another day I saturated some 9 oz. twill-weave fiberglass with resin and laid it on the mold, building it up to 3 layers total. After it had set up I removed it from the mold, as well as the mold itself, discovering that the mold grabs hold of the seat back and control stick pretty well, so needs to be broken up to get it out. I trimmed the fiberglass edges, scraped the joint compound off that stuck despite the mold release, and again protected the cockpit with a layer of plastic. I sprayed the perimeter of



the fiberglass shell with maximum expanding foam insulation, set it back in place, and while wearing old clothes (well, yes, most of mine do look old!) sat in the seat for ten minutes while the foam hardened.

The shell was then removed, edges trimmed, and foam inserted in the voids, and the bottom and back flattened with a grinder. Be aware that the grinder will statically charge the foam debris so much that brushing will not remove it from your clothes, hair, shoes, teeth. This is a good task to do behind the hangar! My last step was to glue a 1/2" thin layer of carpet underlayment urethane foam padding to the shell with contact cement.

My 7.5 hour non-stop flight last weekend was my first big trip using the seat. It is amazingly comfortable. It won't fit anyone else, but then, no one else gets to fly my plane, and the regular seat cushions still fit. I had to remove 1 1/2" from the seat rib height when I built the RV just so I would fit, so have never had very thick cushions in my plane. Chris Lund and I built a similar seat for his plane and he reports that his back, despite the problems it gives him, does well, even though he didn't put the foam padding on his seat, he sits directly on the fiberglass shell. So, for a seat that I'm not planning on using every day, this under \$50 solution seems to work.

...Kevin

Flying Activities



Coordinator: Randall Henderson, **N6R**
randallh@home.com, 503-297-5045

The Arlington fly-in is now history and I saw lots of Home Wingers there. Oshkosh will be over by the time you read this but there's still lots of great flying weather and activities left.

...Randall

Jackpot 2001 Results - 125 statute miles

RV class

1. John Lynch rv-4 360 A1A 35:34.69 210.803 mph
2. Kevin Lane rv-6a 320 160hp 39:22.01 190.515 mph
3. Mike McGee rv-4 O-320 150hp 42:17.88 177.313 mph
4. Joe Mayer rv-6 DNF

Fastest - Mike Jones glassair III io-540 275.546mph

Unlimited - Gary Spencer V-8 longez 234.335 mph (Ford engine)

Super modified - Claus Savier 233.8mph on O-200 Varieze

Date	Event	Description	Contact
TBD		Carryover from last year -- Rob Hickman is still hoping to get a group together for a day trip to Silverwood ID (S62) . This is a theme park with its own airstrip <i>right there</i> -- pretty neat, especially for the kids. See their web site at www.silverwood4fun.com/static	Rob Hickman 503-524-3190 RobHickman@aol.com
August 11	Hangar Party at Salem Airport	Steve Johanson is putting on an RV Hangar Party at his hangar on the SW side of Salem Airport, from around 11:30-1:30, with hamburgers/hotdogs on the grill. Please RSVP Steve if you can so he can get an idea of how many will be there.	Steve Johanson 503-363-5695
August 25th	Eugene Fly-in, Forums, BBQ	See the info on the next page. I'll try to organize a group departure for those interested. No pre-registration necessary. Will depart from either Twin Oaks or HIO	Randall Henderson 503-297-5045 randallh@home.com
Sept. 13-16		Reno Air Races. Brent Anderson, Bob Nenuer, John Porter, and Gary Hanson are all planning to go. Anyone else?	Anyone want to coordinate a flight down there? If so let Randall know so he can put contact info in here. Either way, have fun!
TBD		Camp-Out. At this point we're thinking Wenatchee Lake WA, Sullivan Lake WA, Tieton Lake WA, or Red's Horse Ranch, in August or September. Anyone who's interested, please contact Randall and we can try to nail down a date and place.	Randall Henderson 503-297-5045 randallh@home.com
Saturday mornings		Dawn Patrol every Saturday morning (weather permitting). Meet on 122.75 or over Bald peak at 7:30am and we'll decide where to go for breakfast.	122.75

Flying Activities

Second Annual

Eugene Area Fly-In and Forums

A FLY-IN WITH PURPOSE: PROMOTING BEAUTY, SPEED, EFFICIENCY AND SAFETY
DETAILING & BUILDING AN AWARD-WINNING AIRPLANE



WHERE: Eugene Municipal Airport South end near control tower Wally & Hank Anderson's Hanger (east of Flightcraft)

WHEN: Saturday, August 25
10 am - 3 pm

WHAT: Lunch & Informational Forums

COST: \$10 - Includes BBQ Lunch (the \$10 cover charge will be collected to cover the cost of lunch and to help defray presenters travel cost.)

Special Guests Tyler Feldman Oshkosh, Sun n' Fun & Arlington Grand Champion RV-6 builder will speak on the making of an award-winning aircraft.

Len Fox
Navy Test Pilot and currently one of Van's Test Pilots will talk on First Flights and Flight Testing Procedures.

Tracy Saylor
Maker of the world's fastest stock 180 hp RV-6 will speak on how to increase the speed and efficiency of your aircraft.

Van's Aircraft
Van's Aircraft staff will bring the RV-7 and RV-9 for demo rides.

Questions:
Contact
Wally Anderson
(day) 541-683-2328
(evn) 541-342-5240
wallyander@earthlink.net

Ross Mickey 541-345-8500
rmickey@ix.netcom.com

EAA Technical Counselors & Flight Advisors

Chapter 105:

- Dan Benua** 503-621-3323, danbenua@mail.com
- Randall Henderson** 503-297-5045, randallh@home.com
- Dave Lewis, Sr.** 503-690-8237
- Mike Robertson** 503-681-5337, mrobert569@hotmail.com
- Bill Truax** 360-582-0558, goonybrd@olypen.com
- Don Wentz** 503-543-2298, jwentz@columbia-center.org



Chapter 902:

- Brian Moentenich** 503-666-7518, Brian.L.Moentenich@usace.army.mil
- Jerry Darrah** 503-254-9992

EAA Flight Advisors wanted! We have a number of technical counselors in the group now, but our participation in the EAA Flight Advisor program is lacking. This is a valuable companion program to the Technical Counselor program. If you are a flight instructor please consider signing up, and letting the group (and your EAA chapter of course) know about it.

1/1/2002



21 Years of the RV-ator \$27.95
 18-21 Year update pages 16.00
 earlier 18 Year book 12.00

Builder's Bookstore

<http://buildersbooks.com>

PO Box 270 Tabernash, CO 80478
 970 687 2207 970 687 2197 fax

Best sellers for RV Builders

Construction Manuals + Preview Plans

RV-3	\$49.00	RV-7/7A	\$54.00
RV-4	49.00	RV-8/8A	54.00
RV-8/8A	54.00	RV-9A	54.00

RV Construction Videos

Sheet Metal Tools	\$19.50	RV-6 Fuselage	58.00
RV-4 Empennage	41.00	RV-8 Fuselage	48.50
Pre-Punched Emp.	41.00	RV-6/7 Finishing	64.50
RV-4/6 Wings	46.50	RV-8 Finishing	38.50
RV-7/8 Wings	46.50	A/C - Engine Systems	46.50

Airframe Skills

43.13 - Accep. Methods	\$18.95	Aircraft Sheet Metal	\$18.95
Maintenance Handbook	18.95	Corrosion Control	12.95
Sportplane Techniques	24.95	Fiberglass 101 VHS	25.95
Nuts, Bolts, & Fasteners	21.95	Speed With Economy	24.95

Powerplants

Engelis On Engines	\$24.95	Magneto System	\$10.95
Skyranch Manual	19.95	Props & Controls	14.95
Mattuck Overhaul Videos	34.50	Fuel Metering	13.95
Lycoming Operation and Overhaul Manuals see web site			

Electrical / Panel / Finishing

Aeroelectric Connection	\$28.80	AC Painting 101 VHS	\$25.95
Instruments & Avionics	24.95	Painting & Finishing	13.95
Avionics Troubleshooting	32.95	Custom Interiors	19.95

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

RV-6 Kit — I inherited part of a RV-6 kit when my father died and I am not interested in building. He purchased empennage, wing, and fuselage kits. The kits are around \$9,000 in todays prices but would be willing to sell them all for \$6,000. All still in crates and never been used. David Drake (540) 384-6976, dp_drake@msn.com, 8/01

RV-8A Project - RV-8A empennage kit (completed except for the fiberglass tips) and a wing kit (left wing under construction, outboard leading edge done with landing light, front and rear spars assembled with ribs and primed ready for skinning) for sale. I have lost my medical due to a health problem and want to sell them. In addition I have a very complete list of pneumatic tools, squeezer, drills, die grinder, 2X gun, right angle drill, pneumatic pop riveter, and lots of hand tools including squeezer, a complete set of dimple dies, Avery Hand Riveting and Dimpling tool, counter sinks, rivets, pneumatic/hand squeezer yokes, back riveting set, bucking bars, full set of plate nut drill jigs (#6,#8,& #10), Rivet Removal tool, 2 micro-stop countersink cages, several countersink sets, over 800 3/32" clecos, about 300 1/8", and about 25 5/32" clecos. Empennage and wing kits are for sale for \$6,500.00. Tools are for sale to the highest bidder. All the tools were purchased brand new from Avery and ATS & Wicks Aircraft Supply. I would appreciate finding a home for what was for me a lifetime dream project. Contact Bill, 503-648-4328 and 503-648-4583, billb79@telocity.com. Items can be viewed at 1224 SE 36th St., Hillsboro, OR, 8/01

Finished RV8 empennage - With serial number, plans, builders manual. Internal surfaces primed, excellent workmanship (checked by A&P early on). Best Offer. Have digitized photos of project that I can send if interested. Steve Prull, Bend, OR, sprull@bendcable.com, 541-383-8277, 10/01

RV6 Fuse jig— Free for the taking to anyone in need. Pat Hammell, Phammell@teleport.com (503) 640-9414 Home, (503) 532-9789 work, 9/01

RV-4 Fuse Jig - Used by several local builders, FREE. Mike Adams, seaok71302@juno.com, 10//01

Hangar space available at HIO - Large T hanger, 1/2 or 1/3 available. Easily fits an RV (Heck, Ken's used to be there before he moved!) 1/3 or 1/2 of \$340/month. Contact Steve Harris, harriss@esi.com, (503) 671-5437 work, (503) 647-1989 home 10/01

Altitude Encoder — Amer-King AK-350. New in box, paid \$159, sell \$125. Jeff Jasinsky, 360-834-6315, jasin-sky@pacifier.com, 10/01

VANS Voltage regulator— p/n ES VR-1751 (fixed 13.8 volt) Installed but never used. \$25. Contact Joe Blank 503-829-6333, 9/01

Paint For Sale - I have a bunch of paint still available. Everything \$10.00 per gal. call Tom @ 503-452-3743, e-mail @ rozy26@excel.com, 9/01

RV-6 Wing Kit—Must sell ,Rv-6 wing kit with phlogiston spars. \$3600 o.b.o.(\$600 less then van's) Just some clean up work started. Contact Tom Phy @ 503-452-3743 , or E-mail Rozy26@excel.com, 11/01

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

WANTED

RV-4 Wanted— am looking all over the place for a decently constructed RV-4 with an 0-320 low-time and have not found one yet. I am in the market with a fistful of cash.. any and all leads would be appreciated. Jim, arg1@capital.net, 8/01

Flying RV-6 Wanted—Looking for a well built RV-6 preferably built by an experienced builder. Prefer a slider, tailwheel, 180 horse, with a minimum of night VFR capabilities. Inverted fuel and oil are not necessary. IFR and constant speed prop would be nice. Other engines are acceptable. For those builder/owners who want to ensure their baby gets a good home, we can guarantee it. It will be hangered and pampered...as well as exercised on a regular basis. If anyone has one they might part with, we can be reached at: awaag@gte.net, (805) 985-0349 (home), Rick Smith and Aline Waag 4604 Falkirk Bay, Channel Island Harbor, CA 93035, 11/01

THE TOOL EXCHANGE

The Home Wing owns a selection of tools for use by its members. The Toolmeister is: **Brent Ohlgren, 503-288-8197, obrento@aracnet.com**. Please observe our Tool Policy:

Home Wing Tool Policy

- 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).

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

Home Wing Tools

HVLP paint sprayer, turbine type. Includes gun and air turbine.

Hole template for instrument panel.

Wire crimping tool & die large gauge wires (e.g. battery leads)

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.

Wing Jacks—works for all models except RV-3

In addition to the Home Wing's tools, certain benevolent members have tools they may be willing to loan. Let the editor know if you have jigs, tools, or shop space to loan, exchange, or otherwise provide.

Tools For Loan

<i>Item</i>	<i>Owner/lender</i>	<i>Phone / e-mail</i>
Custom cutting wheel mandrel (for cutting your canopy)	Stan VanGrunsven	
Prop tach (calibrate your tach)	Mike McGee	503-534-1219, jmpcrftr@teleport.com
Engine stand	Don Wentz	503-696-7185
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 brake located at hanger PLS D-10 at Troutdale if an RV builder needs some metal bent.	Kevin Lane	503-233-1818, n3773@mciworld.com
Aircraft tire bead breaker, for tire removal	Kevin Lane	503-233-1818, n3773@mciworld.com
Special letter drill used to ream rear spar bolts/straight reamer for rear spar/	Kevin Lane	503-233-1818, n3773@mciworld.com
Lasar T-300 magneto timing tool.	Randy Lervold	360-817-9091, randy@rv-8.com
Precision Steel Fuselage Jig for RV-6/6A	Bill Drake	360-687-1698, rv6134WD@uswest.net,
Compound lever action lug crimper (for battery wires) and engine hoist	Gary Dunfee	503-631-7262, gary.dunfee@gte.net

