

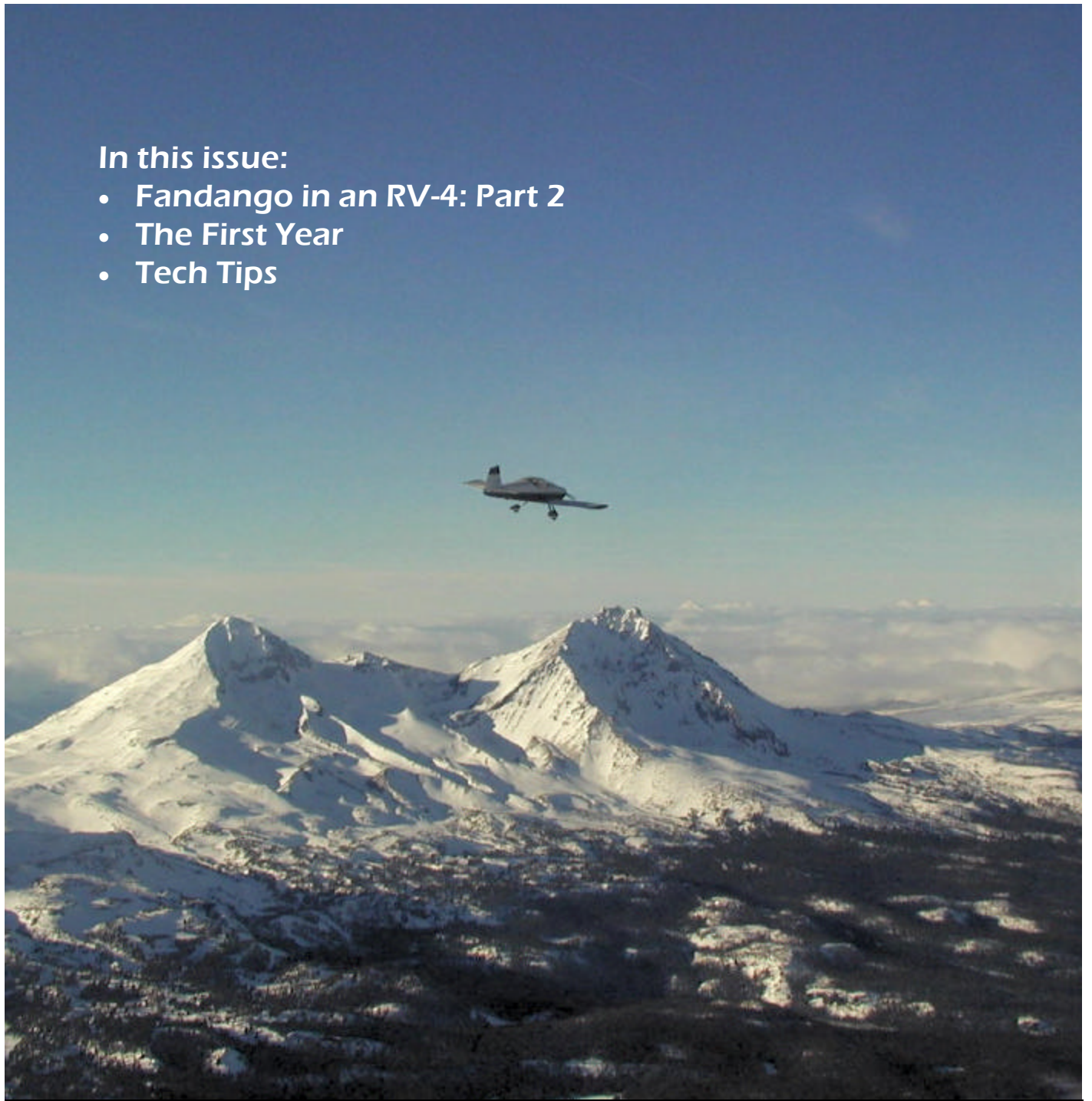
HOME WING



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

In this issue:

- Fandango in an RV-4: Part 2
- The First Year
- Tech Tips



Brian Moentenich caught over Sisters, Oregon. Photo by Kevin Lane



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

MONTHLY MEETING:

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

Place: Ray Fogg's RV-8 project
 523 NW Forest Street
 Hillsboro, OR
Date: Thursday, February 8th, 2001
Time: 7:00 pm
Phone: 360-817-9091

The February meeting will be at Ray Fogg's house, where he is working on his RV-8 wing kit.

DRIVING DIRECTIONS:

From Portland:

Drive west on Hwy 26 to the Shute Road/Helvetia Road exit.
 Drive south on Shute Road about a mile, turn right on NW Evergreen Road.



After 3.4 miles turn left on Glencoe Road.
 Go 1.7 miles, then turn right on NW Garibaldi St.
 Turn right onto NW Connell (2nd stop sign)
 Turn left onto NW Forest St. Just beyond 1 block, find 523 NW Forest Street, a yellow house on the right.

Flying: Sorry.

Future meeting schedule:

Mar: Bob Boring's RV-6A project
 Apr: Jeff Jasinsky's RV-8 project (tentative)
 May: t.b.d.
 June: Northwest RV fly-in, location t.b.d.
 July: Phil Spingola's RV-6 project (tentative)

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: 2/3/2001

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: 2/15/2001

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: 2/14/2001



18th Annual Northwest Aviation Conference & Trade Show

February 24th & 25th, 2001
 Western Washington Fairgrounds
 Puyallup, Washington
www.washington-aviation.org

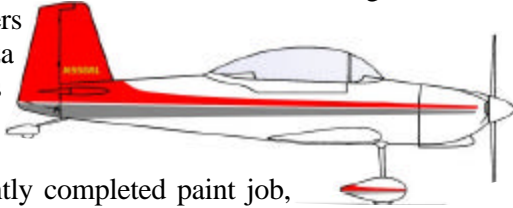
This is always a good mid-winter aviation "fix", with a variety of speakers and vendors. Phil Boyer and Rod Machado are among the featured speakers this year. If the weather is flyable, you can land at Pierce County/Thun field (1S0); there are free shuttles to and from the fairgrounds. If it's not flyable, well, its not too bad of a drive up there.

...Randall

Editor's Hangar

January Meeting Recap

Our January meeting was held at the home of yours truly, your humble editor. Turn-out was good, and Home Wingers quaffed pizza and cookies as they checked out my RV-8 with its recently completed paint job, the many flaws and all. Several Van's staffers attended including Van and his wife. He commented on the merits of my experimental cowl and plenum, and then provided some advice on addressing an intake problem (thanks Van!). During the meeting Van once again (also discussed at the December meeting) raised the issue of more closely integrating the Home Wing with Chapter 105, perhaps fully merging the two groups. Lively discussion followed and many good points were made on all sides of the issue.



Home Wing Direction

Randall H., Don W., and I (your Home Wing worker bees) considered all the issues and discussed this at some length in the days following the meeting. After much deliberation our position is that we do not feel merging the groups is in the best interest of the Home Wing, feeling that it would change too dramatically the focus and feel of the group. Therefore a fair statement of our position is...

In spite of the anticipated benefits of merging the Home Wing into EAA Chapter 105, there are fundamental differences that cannot be overcome without changing the core nature of the Home Wing. Therefore, for the benefit of our membership, we will respectfully continue as is. We do however appreciate the need to support the EAA, both nationally and locally, and will do the following toward that end:

1. *We will always encourage Home Wing members to belong to not only the EAA nationally, but their choice of a local chapter. In keeping, we will always keep notices of the local chapter meetings in our newsletter (which we already do) and will provide links to them from our web site.*
2. *We would consider coordinating/combining meetings with any of the local chapters when there are topics of common interest. This will be coordinated by the HW meeting coordinator (Randall at present) and the chapter meeting coordinators on an ongoing basis.*

We hope you agree with this point of view, it was crafted with the best interest of the Home Wing in mind. We recognize however that this is a group of individuals who will naturally have a different point of view. Therefore if anyone disagrees with this statement of direction please feel free to bring it up at the next meeting.

...Randy

The First Year

By Randall Henderson

My first annual condition inspection was pretty routine, I only found a few 'issues', and mainly spent the time checking items off the list — tires, timing, rod ends, jamb nuts, and all that. That's not to say I didn't have any problems during the year — remember, this is an AIRPLANE we're talking about! But I made an effort to deal with even minor problems as they came up, as I was determined not to wind up with a bunch of jobs when annual time came around. In fact, I've probably had my cowl off about once every 20 hours on average. This was mostly due to the fact that my exhaust hangar brackets kept breaking. That's been a hassle, but then again, having to pull the cowl off that frequently gave me the opportunity to detect and take care of any other nits in a timely manner.

Here is a partial list of those issues — maybe others can glean some wisdom from them and take measures to avoid similar problems before they occur.

25, 40, 60, 75, 90, 110, 120 hours:

Broken exhaust hangar tubes and clamps.

Started with a homemade job (4130 steel straps to the engine sump bolts, heater hose shock mounts). The



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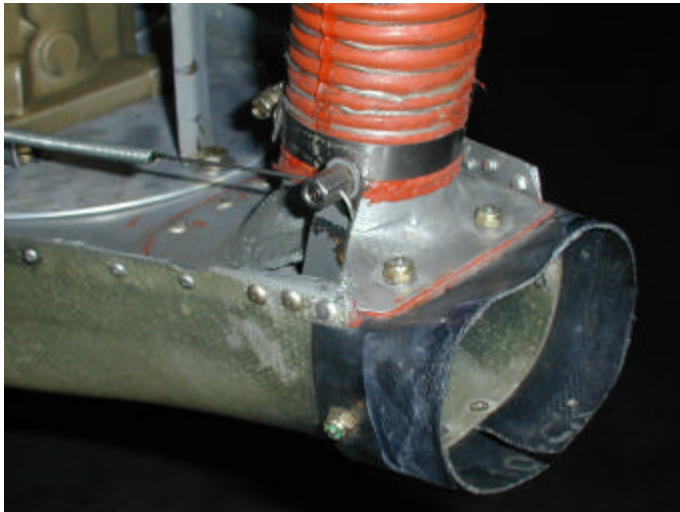
crosspiece broke a couple of times, as did one of the verticals. Finally replaced it with a High-Country hangar system, which didn't fare a whole lot better. Finally ended up with a modified version of the High-Country system, using the original pair of 'P' clamps for the vertical hangars, and a separate pair for the horizontal, thus eliminating those curved pieces. I also replaced the AL Adel clamps on the engine mount tubes (which also broke, several times) with homemade stainless ones.

The current system has held up for longer than any of the previous iterations, but I'm still not all that confident that those flattened ends won't break again. The tubes are made from a soft galvanized steel brake line material, which I don't think is quite up to the task. If they break again, I'll replace the tubes with thick wall 4130. (It should be noted that High-Country has since made changes to their hangar system designed to address problems such as the one I've had with it.)

50 and 120 hours:

Broken carburetor heat control wire.

Originally used a 10/32 collet and rod end bearing to connect the wire to the arm; wire broke at the collet within 50 hours. This is a popular way of doing it and I've not heard of anyone else having problems with it, but it seems to me like maybe it leaves too much mass hanging out there between the arm and the wire casing, which will vibrate and fatigue the wire, even if you



leave the casing as long as possible. Jerry Springer also suggested attaching a spring to put some preload on it and keep it from vibrating. At any rate, I replaced the bowden cable and switched to a stainless steel B nut from Aircraft Spruce. So far so good, but time will tell if this will work for the long term.

90 hours:

Slow but messy leak in propeller oil line fitting.

This was at the 90 degree steel fitting that goes into the engine at the front. Found that the LYCOMING FACTORY INSTALLED fitting was barely finger tight into the engine. Removed, cleaned the threads, applied fresh Sealube and reinstalled it with an extra turn, problem solved. I could have easily double-checked this fitting during engine installation, but it never occurred to me to do so on a factory installed fitting. Moral: double check factory installed fittings (and nuts, and bolts) at every opportunity!

130 hours:

Starter wouldn't turn over (intermittent).

Spent a lot of time trying to diagnose the charging system before discovering a simple loose nut on the main starter solenoid post. Oh well, I learned a lot about the charging system anyway!

130 hours:

Cracked carb/air box top attach plate.

Plate cracked near the rear on both sides, cracks started in the corners of areas that I had cut out to clear the shoulder and casting ridge on the bottom of the carb.



Made a new plate, and added a U-shaped reinforcing piece in the affected area. A better way to deal with this would be an .063 (or as thick as necessary) spacer be-



tween the plate and carb, so the plate will clear the ridge/step without having to notch. I've also seen people machine this casting and shoulder flat. Taking off the casting ridge seems okay to me, but I personally would be a little hesitant to machine down the shoulder on the carburetor.

167 hours: Cooked areas inside cowl.

It's blistered and very brittle on both sides near the scoop where the exhaust pipes are closest to the cowl. Within the first few hours I had seen some browned areas and had applied strips of stainless steel tape to protect it. Didn't notice until much later that it was getting brown and even blistered in some other areas. I applied some sticky-back aluminum sheet in these areas as a stopgap measure, but I'll have to grind out the blistered area and re-glass it sometime soon. Will also paint with heat resistant paint, reapply aluminum sheet, and possibly add some heat shields on the exhaust pipes.

There was an issue when the S-cowl first came out – the shape was slightly different from the polyester, and the result was that the RV-6 High-Country exhaust systems were too close to the cowl in the left front cylinder area. Mine is the updated one so there's pretty good clearance, but I think the epoxy on the S cowl is simply more susceptible to heat damage than the polyester. Several similar reports on the RV-list would tend to confirm this, so I think this is definitely something to keep an eye on.

172 hours:

Alternator cutting out intermittently.

Traced to a faulty alternator field supply circuit breaker. This was an "aircraft grade" Potter-Brumfeld circuit breaker. I guess when I was doing my wiring I should have paid more attention to "Aeroelectric Bob" Nuckolls', who advocates using simple, cheap, reliable spade fuse blocks instead of the traditional circuit breakers.

Is that all?

During this first year I also painted it (two months downtime), installed an interior, and made a number of improvements, including crotch straps, a tail wheel fairing, and an adjustable oil cooler door. One would think that all I did was work on it! Guess again – I also managed to put 175 fun-filled hours on it, including a trip to Oshkosh. I guess you could say I've been busy!

...Randall



Fandango in an RV-4: Part 2

By Mike McGee

Island Hopping

Providenciales, Turks and Caicos Is.

When we arrived at Providenciales and made our way to the motel we found most of the group sitting next to the pool. There were only two people we could recognize at this point, Jim Graham and Sally Plympton from Vancouver and Portland. They introduced us to the new gang and we had enough time to take our backpacks to the room, take a shower and get back to the flight briefing for the next day's flight. At the flight briefing is where I started learning more about international flying and position reporting requirements. Our trip leader had copies of his flight plan we could look over and we asked questions and planned our next flight. When you are flying between countries you have to estimate your time to the boundary after take off. Then when you are in the air and talking with the area flight service, they will want ETA's to various reporting points, most of which show up on IFR charts. It was a system we weren't used to but with a little practice got good at it. While I was piloting, Diana was navigating and using the second GPS on board to pull up ETA's as requested.

That night we had a great dinner at a French restaurant in a setting of imported palm trees, eating imported food prepared by an imported chef. It was a big relief just to have made it and we were finally starting to wind down from the previous five days.

The next day we were up early and packed up for the day's flights. After clearing customs we took our flight plans to the tower and handed them to the ATC guy at the console. They logged us in and we were ready to go. One poor fellow in a C-210 had just discovered he left his master switch on for the last three days and was-

(Continued on page 6)

(Continued from page 5)

n't going anywhere for a while. The four people in that plane caught up with us a day later.

We headed out for our fuel stop at Isle Grande, Puerto Rico. Even though we were grouped into three flights of similar speed, it was every plane for themselves. I first suspected this when the trip leader said several times during the briefing "you are the pilot in command of your own airplane". He was showing us the way but we were doing our own work to get there. We had a pre-planned inter plane frequency of 130.55 to talk to each other. This is where having two radios would have been really nice. I have one comm and a handheld for backup. One of the things I didn't get done before we left was set up the handheld on airplane power and wire it into the intercom. I'll have that fixed for the next trip.

Landing at Isle Grande in Puerto Rico we cleared US customs, got fuel for the planes, and us, and headed for the British Virgin Islands. On the way out I got a little mixed up with ATC and changing frequencies. I started out with flight following to get through San Juan's airspace, switched over to San Juan Radio to activate my flight plan and they told me to remain on that frequency. A few minutes later Jim hollered at me that San Juan approach was trying to raise me. I switched back and discovered I was being a fly in their soup. We got it straightened out where everybody was and where they wanted to go, and I proceeded to leave their airspace. Once again having two active radios would have helped although I should have told San Juan Radio that I was under flight following and could not remain on his frequency.

The weather was showing up around the islands so it was back down underneath as we got closer to Beef Island, BVI. As luck would have it I approached the island from a direction that I couldn't see the runway due to most of the island blocking the view. Once again the ATC earned their keep juggling some of our group, an American Eagle ATR 42 and me.

This really is fun flying in the Caribbean once you get the hang of it. The clouds over the water don't go lower than 500 feet and usually are at least 1000. You can fly around the showers and if you are looking for land you will usually find it under the clouds. If your destination is weathered in you can spend a few minutes out over the water until it blows over then go in and land. This is what the seasoned Caribbean pilots keep telling me and for the duration of the trip they were right. I'm sure this doesn't apply during hurricane season but that would not be an issue considering the planes we are flying.

The layout of the runways in the Caribbean is some-

thing to get used to. Here in the states and on most any large land mass the runways are oriented with respect to the prevailing winds. It's easier to land that way. In the Caribbean, runways are oriented with the prevailing real estate. In most places we ran across this made for some outstanding cross wind landings. I was ready to go around on at least half of the landings we made until at the last 10 feet the cross wind dropped off enough that I could set the plane down. This made for some real concentration on every landing.

Well, the Beef Island tower was glad to see me shut down and get out of their hair. When I spotted the runway I had just flown over a ridge and was right on top of it. We landed and joined up with the rest of the single-engines for the ferry ride to Virgin Gorda where we stayed four nights. The twins got to land at Virgin Gorda because of an amazing piece of local legislation that outlaws single engine planes on the airport there. This is a 3,200 foot gravel runway and the tale makes for a whole 'nuther story by itself.

Virgin Gorda

We settled into our bungalows at the Fishers Cove resort on Virgin Gorda. Diana and I were finally going to get to relax for a few days. We had been flying hard every day for seven days. One of the things I was concerned about before the trip was being grounded in between island hops. I did not want to be setting on some beech twiddling my thumbs wanting to get in the air so I could "see" the sights. What happened next would only add to this seeming mystique of running around the world in an experimental airplane meeting friends you had not yet met.

When we started planning this adventure we thought it would be fun to have a web page that followed us during our travels. What with running around the Caribbean in a single engine airplane and all it would be a fun way to keep all of our friends and relatives apprised that we were still alive and hadn't been feeding the sharks. In the weeks leading up to the trip we were tackling issues that were threatening to scuttle our plans so we didn't tell many people about it. The night before Thanksgiving I sent a note to all of our email friends, and to Doug Reeves of the Vans Air Force World Wide Wing web site, telling them we were off (most of them think we were a bit off), and here was the web address that you could follow our exploits. Thanks to Doug putting us in the headline spot on his web site. Jay Prat a builder in Texas emailed his buddy in Virgin Gorda that he should catch up with us and say hi. Murray, a former Texan himself, called us at the resort Friday morning extending a warm greeting. Before the weekend was over we had been told of the good places to eat, treated to a sushi



Mario was in the back seat of the RV handling all the radio communication with the local ATC, his first RV ride. As if flying in the Caribbean wasn't enough, this was really a treat.

dinner by his lovely wife Brit and friends that was out of this world, and gone on a formation-flying picture taking tour of the British Virgin Islands that I wouldn't have dreamed of. This was not on the trip roster and we give a nod to the RV community for making the connections possible. We certainly have a place to stay for traveling RVers after the hospitality we were shown by complete strangers-now friends.

Murray has been in the British Virgin Islands for over 20 years, and Mario and his wife have been there for a while too. Mario runs around the islands in a C-182 and has the only private permission to land on Saba a 1,300-foot strip on another island. These guys had some good stories about flying in the Caribbean. It would be a tough life.

Yeah, we did some of the regular tourist stuff. There's this place called The Baths, a bunch of giant rocks on the beach and good snorkeling. What was really interesting was noticing the change in geology as you went from island to island. Florida is a giant sand bar, the Bahamas and T&C's are all mostly flat and coral and sand based. As you get past Puerto Rico it changes to more folded crust and volcanoes. I guess that's one of the things I like about flying so much.

We launched out of Beef Island on Monday morning. This time Jim and I had decided to try some formation traveling. We had each filed a flight plan but headed for Guadeloupe as a flight of two. We even traded duties talking to ATC as we made our way along. It worked well and effectively cut the radio traffic for the two planes in half.

We landed in Guadeloupe for fuel and found it very French. The line guy didn't know a lick of English so Diana stepped up and using her 20-year-old French took care of business. This was one of our fastest turn arounds for fuel as we kinda forgot to do the customs



Formation with Bill's C-182

thing. When we landed Jim told the tower that we needed fuel so they guided us to the other side of the runway. We got gas and got rolling again and when we got to Grenada we compared notes with the other pilots. Found out that everyone else that stopped in Guadeloupe went to the terminal side of the runway and had a long drawn out process to deal with customs and filing flight plans. Jim and I had filed flight plans for both legs and they actually had them in the system when we left Guadeloupe.



Here's a shot turning final at Point Salinas, Grenada. We spent our tourist day walking the streets and sampling the food. It was here that we watched the crab races after dinner. A show put on by the resort restaurant complete with wagers.

We were still almost the last to arrive at Point Salinas airport on Grenada. The C-195 came in right behind us. Flying formation with a C-182 had me running about 2,000 rpm, but, we got some good pictures.

Next stop, back to a continent-Venezuela!

...Mike

Tech Tips

Rudder Gust Lock

By Dan Benua

Like most RV owners around here, I keep my airplane hangared. Usually I don't have to worry about the weather when I park, but several times last year I found myself tied-down outside (actually my airplane was tied-down), at fly-ins and on day trips around the Northwest. If I couldn't park headed into the wind, I would dread the terrible bang as my rudder swung against its stops. I was soon searching for a method of locking my control surfaces when parked outside.

Ailerons and elevators are easy to handle. The age old technique of strapping the stick back with a seat-belt works just fine. The rudder however, at least on the "A" model RV's requires a different solution. Tail-draggers don't worry much about this issue because the steering chains linking the tailwheel and the rudder control arm tend to keep the rudder from swinging in the wind. After scratching my head, and dreaming about various elaborate contraptions, I spotted a nosewheel RV at a fly-in with a simple bracket linking the rudder control horn to the rudder stop. I copied the idea and made the gadget pictured here.

My rudder gust lock is made from a 3" piece of 0.25" x 1.5" aluminum bar stock. A 1" deep slot cut into the bar slides over the vertical flange of the rudder control arm. A steel pin protrudes from the underside of the bar, and mates with a 3/16" hole drilled through the rudder control stop. A small flange fabricated from .75" x .75" x .063" angle aluminum is riveted to the aft end of the lock. This flange helps stabilize the lock against the rudder arm and minimizes chafing. It's small, light, and slides on and off quite easily.

The body of the rudder lock and the slot are easily roughed out on the bandsaw; but most of the final shaping is done with a file. The pin is created by drilling and tapping the bar stock for 10-32 threads. A spare AN3 bolt can be screwed into the hole and secured with



thread-locker. A hacksaw removes the bolt head and the excess threads. When cutting the slot, note that it is not quite perpendicular to either axis of the bar stock. The key is to make sure the body of the lock lays flat against the top surface of the rudder stop so the pin will remain secure in the hole drilled there. With a little planning, and plenty of filing, it isn't too difficult to get everything to fit.

To minimize potential damage to the paint on the rudder arm, I widened the slot slightly with a file and applied UHMW tape (available from Van's) to the inside surfaces. The 1/2" hole in the center of the lock is for weight reduction and possibly to provide an attach point for a "Remove Before Flight" streamer.

It is worth remembering that control locks can present a potential hazard to the pilot. Every year or so, we read about some hapless soul who advanced his throttle with a control lock still in place. The results are rarely pleasant. Of course you always perform a complete walk-around, and you always cycle your flight controls stop-to-stop before aviating; so it shouldn't be a problem, right?

...Dan Benua



Tech Tips

Cheap Cellophane Tape From Ray Fogg

It goes like this: having heard how ProSeal gets everywhere, I decided to tape off areas where ProSeal would be inconvenient when building my fuel tanks. The first parts to get ProSealed and riveted were two rows of stiffeners on the bottom of the tank skins. I carefully taped off the holes for the ribs, filler neck and tank drain. I had previously sprayed the stiffeners and skins with Alumaprep to insure that everything was clean.

After applying the tape and setting up to back rivet the stiffeners, I was ready to mix up my first batch of ProSeal. It was the Monday before Thanksgiving. I was on vacation and enjoying the opportunity to spend more time in the shop. On went the latex gloves (my wife, the health care professional, says that they are "procedure gloves"), the 3M respirator (she says it is ugly), and the lab coat that they were throwing out at work. I pop open the can and get ready to mix some ProSeal with the catalyst. The first thing I note is that this stuff is thick. I mean really solid. Hmmmmm. Maybe that is because it was 28 degrees last night. Maybe I should bring the stuff inside and let it warm up a bit. So we went to Costco to get ready for the large appetites soon to descend on us. When we got back I opened up the ProSeal again and noted that it still had the consistency of salt-water taffy. Tuesday rolled around and I spent the entire day watching movies. Sometimes I just don't feel like going out to the shop. Wednesday arrived, and so did my brother Larry and Diane's son Jason. Some quick math showed that we didn't have enough chairs or a large enough table. The day started with an animated argument as to how I would absolutely NOT go out to the store and get some plywood so we could enlarge the table. It completed with my trip to the store to get some plywood so that the table could be made large enough. Thanksgiving Day was consumed with, well, consuming. And that night both Diane and I came down with the crud. We were out for the count until Sunday, when I finally made it out to the shop and mixed up my first batch. After the first few stiffeners I noted that in a few areas the tape (remember that stuff?) was too close to a stiffener. No problem... I'm comfortable enough with the ProSeal now to not need areas taped off. I'll just remove the gloves, peel the tape off, and resume sealing. Yeah. Right. After being on the skins for almost a week that tape decided that it liked its new home. I had bought some cheap stuff a few weeks earlier interesting how the more expensive tape has less adhesive. With freshly

applied ProSeal in the area I wasn't really thrilled about using powerful solvents to aid in the tape removal. I ended up letting that batch dry overnight before I attacked the tape. I took me days to get that stuff off!

So, do I now want to quit my day job and find a position with a tank manufacturer as a ProSealer? Uh, nope. But it is really not that bad. Instead of doing a tank in 3 sessions like the plans and the Orndorff video suggests, we broke the task up into smaller jobs. We have done around 6 sessions so far. The tanks are ready to have the rear baffles installed but I want to test them for leakage before completing them. I'm thinking of dunking them in a horse trough... that ought to make for a Kodak moment.

What would I do differently next time? I'd spend the extra \$2.00 a roll and get good tape, and I'd get it off of the aluminum as soon as possible.

...Ray, RV-8

RV-6A Tie-down Tweak From Kevin Lane

Below is a picture of an improved tail tie down which will take a beating, unlike what Van's supplies, courtesy of Larry, the Gresham cop.

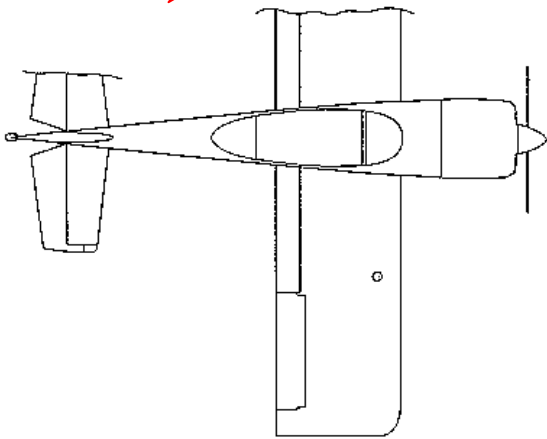
...Kevin



Flying Activities

Coordinator: Randall Henderson

SUSPENDED FOR THE WINTER.



EAA Technical Counselors

Listed below are our Chapter 105 Tech Counselors:

Randall Henderson

503-297-5045, randallh@home.com

Dave Lewis, Sr.

503-690-8237

Don Wentz

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

EAA Technical counselors wanted! There are more and more new builders these days, and the three Technical Counselors we have could use some more help. If you've finished an RV, or hold an A&P rating, or are otherwise qualified under the EAA Technical Counselor guidelines, please consider signing up for the program, and adding your name to the list of EAA Technical Counselors available to the Home Wing and local EAA chapters.

1/1/2002

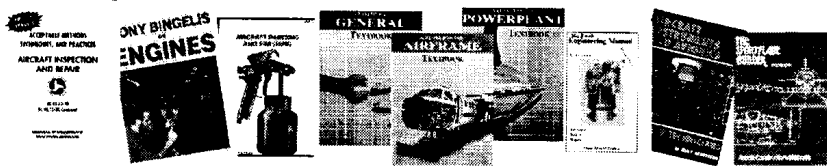
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- Van's RV Specific**
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- Other RV Recommended Books**
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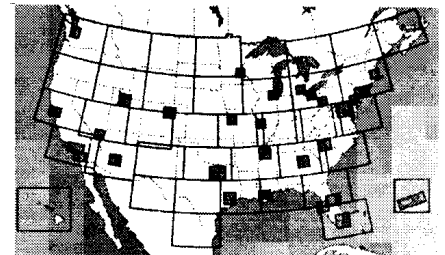
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CLASSIFIEDS...

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

Engines for sales—Two IO-320-B1A fuel injected 160 hp engines from twin:

- 1,322 SMOH, \$9,900
- 455 SMOH, \$11,900

Both Dynafocal II. Contact Bill Drake 360-687-1698 or Al Strickfaden 360-687-3119, 3/01

Avery rivet/dimple arbor for sale - Good condition. \$90. Randall Henderson, 503-297-5045 randalh@home.com, 3/01

Paint For Sale — Changed my mind on paint schemes (twice) after buying paint. Have several unopened quantities of PPG Concept acrylic urethane available cheap:
 1 gal. #13594 Spanish Blue (dark blue)
 1 qt. #27381 Golden Mist Metallic
 1 qt. #71844 Pop Red
 Gallon: \$153, sell \$50. Quarts: \$57 new, sell \$25
 Great for practice!
 Randy Lervold, randy@rv-8.com, 360-817-9091

For sale - D Square 3 1/8" Accelerometer -4.5 to +12G reconditioned in 1994 and used in a Cessna 182 for kicks -- it's like the proverbial old lady's car --- hardly used. \$175 contact John Warren at 360-263-7848, 3/01

Home for sale — LaCenter View Air strip. It would be nice to have another RV on the field. Its a 3 Bdrm ranch on 3.1 acres. The 1700' grass strip serves a total of six lots. Asking price is \$189,500. It's located 6 miles NE of the town of LaCenter and is noted on the Seattle sectional. John Warren 360-263-7848 for info (resident, not realtor), 3/01

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

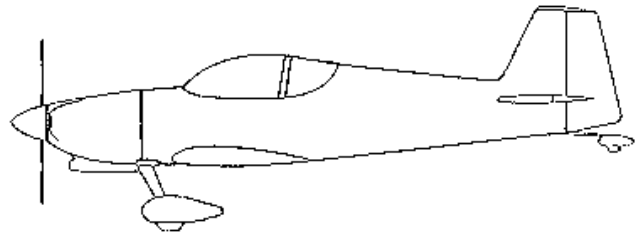
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Use 'em!

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



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

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
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.

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 — at no cost — or if you are looking for something specific to borrow.

Tools For Loan		
Item	Owner/lender	Phone / e-mail
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 break 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,

Home Wing info:

A non-profit volunteer organization dedicated to building and flying Van's RV Series Aircraft

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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

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Home Wing Membership Sign-up/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: _____ Home phone: _____
 Address: _____ Work phone: _____
 City, State, Zip: _____ E-Mail: _____

Project: RV-3 <input type="checkbox"/> RV-4 <input type="checkbox"/> RV-6 <input type="checkbox"/> RV-6A <input type="checkbox"/> RV-8 <input type="checkbox"/> RV-8A <input type="checkbox"/> RV-9A <input type="checkbox"/>	Status: Not started <input type="checkbox"/> Empennage <input type="checkbox"/> Wings <input type="checkbox"/> Fuselage <input type="checkbox"/> Finish kit <input type="checkbox"/> Flying <input type="checkbox"/>	Newsletter Distribution: Mail <input type="checkbox"/> E-mail (pdf) <input type="checkbox"/>	Payment: Check <input type="checkbox"/> Cash <input type="checkbox"/> Info change only <input type="checkbox"/>
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