

# HOME WING



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



## Randy's First Flight!



*Editor Randy Lervold made the first flight of his RV-8, N558RL, on 5/3/01.  
TOP LEFT: first ru-nup. TOP CENTER: on the active, ready to go. TOP RIGHT: air under the wheels!  
CENTER: 3,000 ft on second flight. BOTTOM LEFT: first landing pre-touchdown.  
BOTTOM CENTER: first landing. BOTTOM RIGHT: The RV Grin!  
(see page 3 for story)*



## MONTHLY MEETING:

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

**Place:** No regular meeting this month, annual fly-in instead  
**Date:** Saturday, June 16, 2001  
**Time:** see flyer  
**Phone:** see flyer

## TENTH ANNUAL NORTHWEST RV FLY-IN

### Future meeting schedule:

July: Phil Spingola's RV-6 project (tentative)  
 Aug: Pacific Coast Avionics (tentative)  
 Sept: Dean Psiropolous RV-6 project

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](mailto:randallh@home.com)

### EAA CHAPTER 105 Pancake Breakfast:

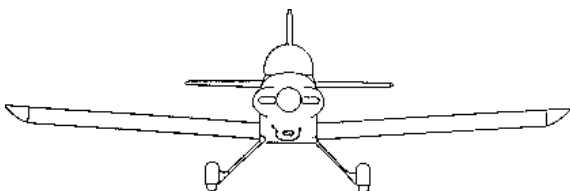
First Saturday of every month at Twin Oaks Airpark, 8:00 am, \$5.00 (always lot's of RVs to look at too!)  
**This month: 6/2/2001**

### 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](http://www.eaa105.org) for details  
**This month: 6/21/2001**

### 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: 6/13/2001**



## First Flight Report: 5/3/01

By Randy Lervold

**T**hat day that every builder thinks about constantly for the entire duration of the project, that day that is all that keeps us going sometimes, that day that we plan a million times in advance, finally happened for me. The Great Northwest gave me a break today with a bright sunny day, no wind, and moderate temperatures... couldn't have been more perfect to bring the results of all that work to a focal point. After taking my time in final prep to make sure the plane was ready, and after proper transition training to make sure that I was ready, it was time for the moment of truth. Nervous? Heck yes. Excited? You bet. Focused? Absolutely.

I pulled N558RL onto runway 26, paused for a moment and re-checked yet again all the controls, the fuel pump, the trim, etc., etc., reviewed the flight plan yet again in my mind, then eased the throttle in, finally all the way. On the rudder pedals, don't bring the tail up too far. I resisted the temptation to glance at the spectators on my right... stay focused. It didn't miss a beat and lifted off perfectly. Man that O-360 and constant speed prop really puts you back in the seat!

Because of the odd airspace at Pearson Airpark (VUO) where I am based my first flight was a few trips around the pattern. It went perfectly though. The first landing was even a greaser (lucky). I taxied back and enjoyed a celebratory bottle of water with everyone and de-cowled it. Only one minor little oil leak on a rocker box drain.

The small crowd left and my buddy Bruce and I reviewed our plan for the second flight which would get me out of Pearson airspace to do some real flying. About an hour later we departed Pearson for more open area. As I exited the area at around 150 mph I began a climb to 5,000 feet. It felt great, just like the RV-8 I had my dual in. I began to go through the checks on my kneeboard. Power off stalls were 70 mph clean and 61 mph with full flaps. I was noticing an abnormally high CHT reading on #3 which concerned me so I kept the airspeed up, but all of the other cylinders were right around or below 400 so I began to suspect the sensor I have on #3. It's different than the other three because it has two leads: one for the E.I. gauge and one for the Laser system.

I formed up on Bruce's C172 for some airspeed comparisons. We flew at exactly 70 and then 130... my indication matched his exactly, a good sign since certified aircraft are supposed to have all the installation er-

*(Continued on page 3)*

ror removed. Then I stabilized in a high speed cruise at 3,000 feet, 2,500 rpm and 23" MAP and made some notes:

Rudder trim: dead center (I put an aluminum tab on and pre-bent it very slightly to the left). Aileron trim: slightly heavy left wing. Elevators: horns maybe 1/4" high of direct trail. Oil temp: 194°. CHTs: all around 390° except #3 which was 475° (yikes!). EGTs: all around 1190° without any leaning. Airspeed: I forgot to record it (I know, this is what you really want to know).

We landed at Scappoose, ate lunch, debriefed, discussed the CHT indication problem, topped off the fuel tanks, and departed. I did another stall series, some cruise work to run the engine, and back to the hangar. 1.9 hours on the plane.

Ok, what were the initial squawks?

- #3 CHT sensor probably bad, need to switch sensors around to test it.
- Left wing heavy, left rolling tendency.
- Com antenna has a problem, already diagnosed as a bad connection at the antenna.
- Fuel gauge is inop, but I have already ascertained that it is not the sensors and just need to get into the wiring to find the problem.
- Weeping left fuel cap.

Whew, what a day! I can't tell you how thrilled I am with the plane... the oil temps are perfect, and the cowling didn't fall off. Now I'm really anxious to dive into the squawks.

I am using the RMI MicroEncoder as my sole pitot/static instrument. I found the digital airspeed indication no problem to adapt to, but had a little trouble adapting to the digital altitude... strange. I'm sure a few hours will cure that. Then of course I need to work on my flying. I was controlling my airspeeds fairly well today but my altitude control was not good... need to work on that.

As of this writing (5/27/01) I've accumulated 26.2 hours over 14 flights. Almost all of the squawks have been addressed and several changes made. I'm sure all of this is fairly typical for a new plane. Other than a few remaining tests to be conducted during the time it takes me to finish my 40 hour test period I need to finish the upper gear leg intersection fairings.

Several of the squawks have turned into interesting subjects which I may document in future articles. For example my left rolling tendency was not solved by the usual aileron squeeze.

To those of you still building, *get going, it's worth it!!*

...Randy, N558RL, 26.2 hrs.  
More info at [www.rv-8.com](http://www.rv-8.com)

## Brats-N-Fun 2001

By Kevin Lane

This year instead of the annual trek to Sun-N-Fun my wife suggested I fly her around to see her sisters and parents in Wisconsin and Ohio. I kinda' shut down after the fly us around part. We had a week and a half, which allowed plenty of the extra days necessary for "VFR only" flight.

After delaying the start a day we got out of Troutdale around 10:30 am. The ceiling in the gorge was adequate at 1500' at Crown Point. As usual, they climbed to 4000' by Hood River and then clear. The winds were out of the west and we sailed along. I have a backup GPS now and decided to run both of them on this trip. The new Pilot III recorded a max ground speed of 206 knots. There was a broken layer in western Montana and we opted to go over top. Missoula was down there somewhere in the gaps. To the east it was clear and soon we were in clear skies again.

We headed southeasterly to avoid cloud fronts way ahead and ended up flying over Mt. Rushmore by late afternoon. Flightwatch warned me of poor visibility east of Pierre (pronounced "pier" I learned). In a split second decision I banked left and landed at Rapid City for the night. Here, we were directed to a historic hotel, the Alex Johnson, where the Roosevelts and Swartzenegers (sp?) have stayed. It is an amazing 10 stories high. Out front is a bronze statue of Ronald Reagan in duds, as well as George Washington across the street. We ate well at the Firehouse Brew Pub and toasted to our dumb-founded success.

The weather that had delayed our start was now into Minnesota and becoming a stationary front. We flew VFR on top of a broken layer for several hours before stopping in Waterloo Iowa for lunch and fuel. What a surprise as I dove down through that broken layer. I had been flying at 7500'. The tops were further down than I realized, maybe 3500'. Looking down I was seeing the ground through maybe 1500' vertical of haze, which didn't seem bad. Leveling out below the clouds at 1200' I was now looking forward through 3-5 miles of haze, seeming more like three than five.

Remember the two GPS's? My beloved Lowrance 300 shows obstructions above 200' AGL. Those are the conditions when that info is nice to have. We called WxBrief at Waterloo. Conditions were marginal VFR into Madison, 160 miles away. Weather tomorrow was getting worst. Ceilings were predicted to improve by Madison to 4500' and 5 miles vis. We decided to give it

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*Historic Alex Johnson Hotel in Rapid City.*

a try, returning if need be. Departure wanted to know our cruising altitude. I told him 1500'. We flew at 125 kts. And soon were able to reach 2500', which put us 500-700' above any antennas that were listed. We never saw any 4500' in Madison so flight following sent us right over Madison International at 2500' en route to our destination, Watertown.

After a few days of visiting we hopped over to Middleton airport, a 20 minute flight. A few more days and we were off to Columbus, Ohio to see Ellen's parents and another sister.

Meanwhile, an incredible low- pressure system was building over Minnesota. The day we leave Ohio we see headwinds of 40-50 knots. By afternoon we are only to Wichita. Ellen, a veteran of hundreds of hours of RV time, blows breakfast. At 1500' AGL I am seeing 120 knots groundspeed and constant light to moderate turbulence. At 2000' AGL it drops to 115. At 2500' we see 110 but surprisingly it is smoother. A pilot reports to FlightWatch that he has 93 kt winds at flight level 17. We decide to call it a day. Ten seconds after touchdown Ellen blows lunch. ("hey, my landing wasn't THAT bad") A clerk helps us locate "dramamine" at the Wal-



*Great Sand Dunes National Monument in Colorado.*

mart :=). Words of wisdom, when the passenger says they are actually feeling better now, land. When they say they are feeling kinda' warm, pull out the bag and land.

So, all doped up and no meat for breakfast we are ready once more. The winds are still monumental. We decide to try a southern CO route rather than a more direct southern WY way. Again we battle the winds and by Alamosa are confronted with honest-to-god mountain obscurement in the Rockies to the west. FlightWatch suggests we wait the day out and try tomorrow. I'm not sure if it was the snow, freezing rain, rime icing, moderate to severe turbulence, or mountain obscurement that made up my mind! Ellen decides to browse the town walking on terra firma while I take advantage of a courtesy car and visit the Great Sand Dunes National Monument and Zapata Falls. Dinner at True Grits, a memorial to John Wayne, didn't disappoint us.

What a difference a day makes. Now there was broken to scattered layers over the passes, great visibilities. We flew to Gunnison, Montrose, up to Vernal, UT, and then finally dropping under the scattered clouds north of SLC when the tops exceeded 14,500'. The headwinds had finally died down and it was good to start seeing 160 kt. ground speeds again. Through eastern Oregon we played with the scattered clouds (always, of course, remaining 1000 above, 1500 below, no, was it 500 above, 1000 below...???)

The gorge formed a tunnel at Hood River, and we popped out at Troutdale, 30 hours to the minute on the Hobbs meter. Mother Nature had won again, we had a beautiful trip.

*...Kevin, N3773  
RV-6A 800+ hrs*

## Annual Members Directory

This directory is current as of 5/27/2001 and sorted by last name. Although our membership database is kept in MS Access, this directory is done in Excel and can be e-mailed to you directly. You can then sort by aircraft type, state, etc. Just send me an e-mail request and I'll forward it. If any information is missing or incorrect please send me an e-mail with the updates.

...Randy, [randy@rv-8.com](mailto:randy@rv-8.com)

Name	City	State	Home Phone	E-mail	EAA Chap.	Type	Status
Adams, Mike	Vancouver	WA	360-892-1299	seaok71302@juno.com		RV-4	Wings
Anderson, Alan	Vancouver	WA	360-687-3092	dental-smiles@juno.com		RV-4	Flying
Anderson, Brent	Portland	OR	503-646-6380	brenta@pcez.com	105	RV-4	Flying
Andrews, Jim	Austin	TX		jandrews@tivoli.com		RV-8A	Fuselage
Armbruster, Louis	Cornelius	OR	503-628-2317			Undecided	Not started
Asher, M.E. (Mac)	Alpine	WY	307-654-7717	mcash@silverstar.com		RV-6	FinishKit
Bailey, William	Hillsboro	OR	503-	billb79@aol.com		RV-8A	Wings
Baker, Gary	Medina	OH	330-725-3569	gtbaker@bright.net		RV-6	Wings
Baker, James	Klamath Falls	OR	503-854-5900	bakerje@kfalls.net		RV-4	FinishKit
Barringar, Al	Goldendale	WA	509-773-3150	alsand@gorge.net		RV-6	Flying
Beauchamp, Bruce	Camas	WA	360-834-4706	bruceb65@home.com		RV-9A	Not started
Benua, Dan	Portland	OR	503-621-3323	danb@synopsys.com	105	RV-6A	Flying
Best, Michael	Sioux Falls	SD	605-373-1000	michaelgb@uswest.net		RV-9A	Wings
Billiar, Mike	Beaverton	OR	503-645-1946		105	RV-6A	FinishKit
Bilodeau, Paul	Parlin	NJ	732-721-2838	paul.and.ien@worldnet.att.net		RV-6A	Empennage
Blake, Charlie	Portland	OR	503-533-7827	charles.l.blake@intel.com			
Blank, Joe	Mollala	OR	503-829-6333	jeblank@molalla.net		RV-6	FinishKit
Boone, Jared	Beaverton	OR	503-466-2877	jboone@earfeast.com		RV-8	Not started
Boring, Robert	Gresham	OR	503-661-7627	carbobbor@aol.com	902	RV-6A	Fuselage
Bourgeois, J. Rion	Beaverton	OR	503-646-8763	rion@att.net	105	RV-4	FinishKit
Bowers, Jeffrey	Portland	OR	503-246-2631	freibow@juno.com		Undecided	Not started
Bowhay, Eustace	Blind Bay	BC	250-675-4428	ebowhay@shuswap.net		RV-6	Flying
Bright, John	Newport News	VA	757-886-1161	john.bright@at.siemens.com		RV-6	Wings
Bronson, Tim	Pittsburgh	PA		IMAV8N@compuserve.com		RV-8	Not started
Bryant, Mark	Canby	OR	503-266-1844	mark_bryant@cushwake.com		RV-6	Wings
Buckelew, Traver	Somerton	AZ				RV-9A	Empennage
Butt, Rob	Mulino	OR	503-632-7990	N7MZR@aol.com		RV-6A	Empennage
Cannon, Walt	Lancaster	CA	661-726-0720	grnlake@earthlink.net		RV-6	Flying
Carlson, David	Portland	OR	503-	dcarlson@msn.com		RV-6A	Empennage
Chambers, Scott	West Linn	OR	503-656-7019	ghoststone@compuserve.com		RV-8	Empennage
Cochran, Jerry	Sherwood	OR		jerry2dt@aol.com			
Collins, Leland	Pleasanton	CA	925-462-1770	federigo@pacbell.net			
Compton, Scott	Goodview	VA	540-890-5592	scompton@prodigy.net		RV-8	Empennage
Corson, Rick	Portland	OR	503-201-0057	nosroc@guest.net		RV-4	Wings
Cycon, Michael	Tempe	AZ	480-838-6353	mike.cycon@honeywell.com		RV-6A	Wings
Daubert, Gary	Banks	OR		gcdaub@pacifier.com		RV-8	Empennage
DeLano, Dan	Independence	OR	503-838-4412			RV-6	Flying
Delveau, James	Des Moines	IA	515-289-2965	jdelveau@fhldm.com		RV-6	Fuselage
DePute, Larry	Juneau	AK	907-789-2376	ldepute@gci.net		RV-4	Flying
Drake, William	Battleground	WA	360-687-1698	rv6134wd@qwest.net	105	RV-6	Flying
Dralle, Matt G.	Livermore	CA	510-447-9886	dralle@matronics.com		RV-4	FinishKit
Duncan, Brian	Richland	WA	509-375-1118	brian2207@att.net		RV-8A	Empennage
Dunfee, Gary	Beavercreek	OR	503-631-7262	gary.dunfee@gte.net	902	RV-6A	FinishKit
Dyess, J.D.	Pflugerville	TX	512-255-4237			RV-8	
Elford, Jon	Banks	OR	503-324-0209	j.elford@worldnet.att.net		RV-6	Wings
Ensing, Dale	Waxhaw	NC		dwenning@aol.com		RV-6A	FinishKit
Fogg, Ray	Hillsboro	OR	503-538-1661	thefoggs@yahoo.com		RV-8	Empennage
Fulgham, Bill	Ridgefield	WA	360-571-9974	wrfulgham@cs.com		RV-6	Fuselage
Gerber, Cliff	West Linn	OR	503-636-3696	cliff.gerber@nike.com		RV-9A	Not started
Gifford, Doug	Banks	OR	503-324-0189	djgifford@gte.net	105	RV-9A	Not started

Glass, Roy	Anchorage	AK	907-345-2433	rlglass@alaska.net		RV-6	Fuselage
Gold, Andy	Tabernash	CO		winterland@rkytmtnhi.com		RV-6A	Flying
Graham, Gary	Hillsboro	OR	503-648-6123	beeb@teleport.com		RV-4	Flying
Graves, Mike	Hillsboro	OR	503-356-1923	mgraves@dalsemi.com		RV-6A	Empennage
Gray, Bruce	Gardnerville	NV	775-265-5790			RV-8	Not started
Griffin, Harry	Corvallis	OR	541-757-8759	hcgrif@peak.org			
Griffin, Randy	Vancouver	WA	360-944-7400	randy_griffin@hp.com		RV-8	
Grosvenor, Gary	Olath	KS	913-393-3531	plncrz@earthlink.net	91 & 8	RV-9A	Not started
Haan, Bob	Tigard	OR	503-579-2729	bhaan@easystreet.com	105	RV-6A	FinishKit
Haines, Douglas	Mulino	OR		ecom@hevanet.com		RV-6A	Empennage
Hall, Jerald	Scappoose	OR	503-543-5902	khall@columbia-center.org		RV-6A	FinishKit
Halverson, Greg	Aloha	OR	503-591-0105	cando16@aol.com		RV-6	Empennage
Hammell, Pat	Cornelius	OR	503-640-9414	phammell@teleport.com		RV-6A	Empennage
Hanson, Gary	Hillsboro	OR	503-380-7718	sihanson@onemain.com		RV-6A	Flying
Hay, Carl	Portland	OR	503-297-3091	heyheyhay@aol.com	105	RV-6	Flying
Henderson, George	Portland	OR	503-297-5243	GMHSKI@USWest.net			
Henderson, Randall	Portland	OR	503-297-5045	randallh@home.com	105	RV-6	Flying
Hevern, Gerald	Camas	WA	360-834-4619			RV-6	Fuselage
Hickman, Rob	Beaverton	OR	503-524-3190	robhickman@aol.com	105	RV-4	Flying
Hicks, Ed	Almondsbury,	UK	44-1454-61320	edhicks@compuserve.com		RV-6	Empennage
Householder, Steve	Yamhill	OR	503-662-3697	staghollow@aol.com		RV-6A	Fuselage
Imhof, Paul	Sacramento	CA	916-451-6180	paul_imhof@dell.com		RV-8	FinishKit
Jackson, Dennis	Independence	OR	503-838-4746	denny@tms-usa.com		RV-4	Flying
Jasinsky, Jeff	Camas	WA	360-834-6315	jasinsky@pacifier.com	105	RV-8	Empennage
Johansen, Steve	Salem	OR	503-363-5695			RV-8A	Flying
Johnson, Mike	Hillsboro	OR	503-648-5710	mjohn16274@aol.com		RV-6	
Johnson, Paul	Hillsboro	OR	503-648-5362	pwjohnson@worldnet.att.net		RV-7:RV-7A	Empennage
Kaluza, Charles	West Linn	OR	503-638-7820	charleskaluza@srintmail.com		RV-6A	FinishKit
Kaney, Howard	West Bend	WI		hkaney@execpc.com		RV-9A	Not started
Kauffman, Len	Tualatin	OR	503-885-1920	lakauf@aol.com		RV-8	Empennage
Kenny, Bill	Sherwood	OR	503-590-8011	orazinc@ix.netcom.com		RV-6	Wings
Ketter, Ralph	Chandler	AZ	480-831-7460	Ralph.Ketter@Honeywell.com		RV-6	FinishKit
Kimmell, Rodney	Gaston	OR	503-985-7808	rkimmell@protean-tech.com		RV-6	Wings
Kimura, Steve	Corvallis	OR	541-753-9749	steve-kimura@home.com		RV-6A	Empennage
Koch, Frank	Independence	OR	503-838-0572	bkoch@schm.com		RV-6	Flying
Kruskopf, Mark	Portland	OR	503-641-6302	msk@teleport.com		RV-9A	Empennage
Lane, Kevin	Portland	OR		n3773@earthlink.net		RV-6A	Flying
Lang, Peter	West Linn	OR	503-636-4006	langpe@home.com		RV-6A	Empennage
Lange, Harmon	Warren	OR	503-397-6916	harmon@langair.com	105	RV-8A	Empennage
Lattner, Ron	Banks	OR	503-324-8703	rlattner@skylab.org		RV-9A	Not started
Leacock, Art	Ridgefield	WA	360-687-6821			RV-4	Wings
Leeman, Larry	Portland	OR	503-274-4197			RV-6A	FinishKit
Lervold, Randy	Camas	WA	360-817-9091	randyl@firstaidonly.com	105	RV-8	Flying
Lorz, Terry	Portland	OR	503-244-7041	n3722a@uswest.net		RV-6	Wings
Ludwig, Jeff	Jacksonville	FL		jludwig@worldnet.att.net		RV-8	Flying
Lund, Chris	Portland	OR	503-233-5863	chris@pacificlbr.com		RV-6A	FinishKit
Lyon, Nelson	Tualatin	OR	503-692-0930	n.lyon@verizon.net		RV-9A	Not started
Lyshaug, Pete	Portland	OR	503-246-0452			RV-6	Empennage
Mackay, Robin	Vancouver	WA	360-699-6377	rocken@teleport.com		RV-6	Empennage
Mandrell, Rick	Lake Oswego	OR	503-638-8627	rick.mandrell@gte.net			
Mason, Ed	Portland	OR	503-288-9275			RV-9A	Empennage
Matlack, Dean	FPO	AP		dmatlack@cwnetdg.io			
McCormick, Gary	Aloha	OR		garymc@teleport.com		RV-6A	Wings
McCraw, Richard	Moretown	VT	802-496-5665	rmccraw@wrt.com			Not started
McDaniels, Scott	Hubbard	OR	503-266-9113	smcdaniels@juno.com		RV-6A	Flying
McFarland, Bryan	Dumont	CO	303-567-1176	wbmc@bwn.net		RV-6	Empennage
McGee, Mike	Lake Oswego	OR	503-534-1219	Mike.McGee@onemain.com		RV-4	Flying
McGowan, Patrick	Troutdale	OR	503-666-0980	pmcgowan01@sprynet.com		RV-8	Empennage
Metschan, Mike	Beaverton	OR	503-466-9458	mjmet@teleport.com		RV-8	
Miller, Gary	Beaverton	OR	503-524-8269	gmil@poorman-douglas.com		RV-6A	FinishKit
Miller, Joe	Hillsboro	OR	503-647-2059	jwmcmm@aol.com	105	RV-6A	Empennage
Mitchell, Jim	Portland	OR	503-644-5258	jmitchell1@msn.com	105	RV-8	Wings
Mockley, Jim	Portland	OR	503-629-9354	jmockley@cs.com			

Moentenich, Brian	Portland	OR	503-666-7518	brian.l.moentenich@usace.army	902	RV-6	Flying
Nicholas, Kim	Kent	WA	253-859-1058	knicholas2@aol.com		RV-9A	Wings
Nordahl, Steve	Bethlehem	PA		snordahl@njtransit.com		RV-6	Empennage
Ohlgren, Brent	Portland	OR	503-288-8197	obrento@aracnet.com	105	RV-6A	FinishKit
Olender, Henry	Palo Alto	CA	650-325-0591			RV-4	Fuselage
Paine, Lauran	Salem	OR	(503) 364-9872	Scan14@email.msn.com		RV-8	Wings
Palinkas, Gary	Parma	OH	440-845-1330	GLPalinkas@aol.com		RV-6	FinishKit
Park, Gene	Newberg	OR	503-537-0165	gene@nvaircraft.com		RV-9A	Empennage
Phy, Thomas	Portland	OR	503-452-3743	rozy26@excelonline.com		RV-6	Empennage
Pierson, Jack	Newberg	OR	503-628-0215	jpierson@europa.com		RV-4	Flying
Porter, John	Newberg	OR	503-537-9131	december29@peoplepc.com		RV-8	Empennage
Potter, Mark	Portland	OR	503-288-5160	potterlaw@aol.com		RV-8	
Psiropoulos, Dean	Hillsboro	OR	503-681-0183	deanpsir@ftconnect.com	105	RV-6A	Fuselage
Psiropoulos, Michael	Hillsboro	OR	503-681-3088	psirops@easystreet.com		RV-6A	Wings
Purinton, Nelson	Bristol	VT				RV-8A	Fuselage
Rainey, Norm	Independence	OR	503-838-3713	NormRainey@aol.com		RV-6A	Flying
Reeck, Robert	Mercer Island	WA	206-232-3628	lkyswede@aol.com		RV-4	Flying
Reins, Jeff	Camas	WA	360-833-2628	hobjogus@quixnet.net		RV-7:RV-7A	Not started
Reisdorfer, Mark	Floyds Knobs	IN	812-923-5059	mreisdorfer@ipapilot.org		RV-8	FinishKit
Rice, Charles	Portland	OR	503-284-1353	crice@tek.com	105	RV-9A	Not started
Robbins, Mike	Sammamish	WA	425-392-9260	kitfox@gte.net		RV-8	FinishKit
Robertson, Mike	Hillsboro	OR	503-681-5337	Mike.T.Robertson@faa.gov		RV-8	Not started
Robles, Leejay	Beaverton	OR	503-590-4794	flywizard@coho.net		RV-6	Wings
Rosenzweig, Charles	Longview	WA	360-577-6407	searose@kalama.com		RV-6A	Fuselage
Russell, Ronald	Salem	OR		ron@voyagertravel.com		RV-6	Empennage
Schoen, Roger	Alma	WI		rmschoen@mw.net			
Scott, Richard	Estacada	OR		rscott@involved.com		RV-6A	Empennage
Simpkins, Dave	Sandy	OR	503-622-3854	DSIMP6125@aol.com		RV-6A	FinishKit
Smith, Laird	Hillsboro	OR	503-648-7449	lairdace@aol.com		RV-6A	Wings
Spingola, Phil	Tigard	OR	503-603-0195	phil@oregonmedia.com	105	RV-6A	Empennage
Standley, Gary	Hillsboro	OR		usnudt@juno.com			
Stewart, Michael	Lawrenceville	GA	770-277-9686				
Stratman, Paul	Kansas City	MO	816-734-1538	pauls@kc.rr.com		RV-6A	FinishKit
Streit, Jim	Coral Springs	FL		woody98@bellsouth.net		RV-9A	Empennage
Strickfaden, Al	Battle Ground	WA	360-687-3119	acstrik@aol.com		RV-6	Flying
Strong, Gary	Blaine	MN		gstrong@uswest.net		RV-6A	Fuselage
Stuhr, Glenn	Astoria	OR	503-458-6911			RV-6	
Sutton, Mike	Vancouver	WA	360-944-6618	msutto@home.com		RV-8	Empennage
Thibert, Doyle	Glide	OR	541-496-0128	thibert@wizards.net		RV-3	Wings
Truax, Bill	Sequim	WA	360-582-0558	goonybrd@olypen.com		RV-6	Fuselage
VanGrunsven, Jerry	Hillsboro	OR	503-648-3464	rvforpla@pacifier.com	105	RV-6A	Flying
VanGrunsven, Jim	Molalla	OR	503-	willy@molalla.net		RV-9A	Not started
VanGrunsven, Stan	Vancouver	WA	360-254-3492	stanvan@pacifier.com		RV-6A	Flying
Waldal, Art	Battleground	WA	360-687-9163	abwaldal@aol.com		RV-6	Empennage
Warren, John	La Center	WA	360-263-7848	jwdub@teleport.com		RV-6A	FinishKit
Wawrin, Barry	Wadsworth	OH	(330) 335-6183	barval@neo.rr.com		RV-6A	Wings
Wellner, Terry	Tualatin	OR		twellner@aol.com			
Wentz, Don	Scappoose	OR	503-543-2298	don.wentz@intel.com	105	RV-6	Flying
Werner, Russ	Haiku	HI	808-575-2202	russ@maui.net			Fuselage
Wert, Don	Portland	OR	503-464-0378	rvflyboy@juno.com		RV-6A	Flying
Wessel, Robin	Tigard	OR	503-639-4365	robin.y.wessel@opbu.xerox.com		RV-6A	FinishKit
Weston, Carl	Aloha	OR	503-649-8830	carlw@amdocs.com		RV-6	Wings
Wilson, Mike (James)	St. Helens	OR	503-397-6207	james.mike.wilson@intel.com		RV-4	FinishKit
Wotring, Dale	Ridgefield	WA	360-887-3196	gusndale@aol.com		RV-6A	FinishKit
Zander, Dick	Vancouver	WA	360-896-0132	dzan@pacifier.com		RV-6A	Not started

## Flying Activities



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

The big activity this month is, of course, our annual Fly-In at Scappoose. Be sure to come early, and sign up to help out if you haven't already. The sign-up sheets will be at the t-shirt table.

After the fly-in, several of us will be heading up to Salmon Arm for their annual gig. Be sure to read the update to the Crossing the Border article elsewhere in this newsletter for corrections and additions to the previous article.

...Randall

Date	Event	Description	Contact
TBD		Carryover from last year -- Rob Hickman is still hoping to get a group together for a day trip to <b>Silverwood ID (S62)</b> . This is a theme park with its own airstrip <i>right there</i> -- pretty neat, especially for the kids. See their web site at <a href="http://www.silverwood4fun.com/static">www.silverwood4fun.com/static</a>	Rob Hickman 503-524-3190 RobHickman@aol.com
16-Jun	<b>TENTH ANNUAL NORTHWEST RV FLY-IN</b>	Our annual fly-in. Don't forget to sign up and help out!	Don Wentz 503-543-2298 jwentz@columbia-center.org
17-Jun	<b>Salmon Arm Flying Club's Father's Day Air Affair</b>	It's confirmed, and sounds like a good time. We're hoping to put together a "Home Wing" contingent to fly up on Saturday, right after our own fly-in. See the discussion above for more.	Randall Henderson 503-297-5045 randallh@home.com, or Ken Hoshowski directly -- ve7fp@vansairforce.org
July 7-9	<b>Jackpot Air Races</b>	Let's get a gaggle of Home Wingers to Jackpot this year! If you've read Randy Lervold's write-up about it in the August 2000 newsletter, you no doubt want to go -- sounds like a blast!	Gary Hanson slhanson@teleport.com
21-Jul	<b>Fly-Out to see the Hughes H1 Racer Project</b>	An amazing recreation of aviation history. See the article elsewhere in this newsletter for more details.	Brent Anderson brenta@pcez.com 503-323-2012 days 503-646-6380 eves
Sept. 13-16		As always, some Home Wingers will no doubt be going to the <b>Reno Air Races</b> . Anyone wanting to coordinate, let me know and I'll put names down here.	Anyone?
TBD	<b>Camp Out!</b> 	Didn't manage to get that fly-out camping trip together last year, but this year, we're <i>really</i> going to do it. Give Randall a buzz if interested, we can talk about locations. Lets make it some place a little further out than our normal Saturday breakfast excursions -- anyone ever been up to Sullivan Lake, Wa?	Randall Henderson 503-297-5045 randallh@home.com
Saturday mornings		<b>Dawn Patrol</b> 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

### Crossing the Border: Clarifications

I would like to clarify some statements I made in the "Crossing the Border" article in the last newsletter. The article stated that you need a radiotelephone license. Actually the regs say that you need both an Aircraft Radio STATION license and Radiotelephone OPERATORS license. There was some talk in the aviation news a few years ago about a change in the regs to drop the requirement for the Operator's license, but that doesn't seem to have panned out. From what I've heard, they don't usually ask for them anyway, but I you probably don't want to be the one to find out what happens if they do and you don't have it.

The forms are at the FCC web site, [www.fcc.gov/formpage.html](http://www.fcc.gov/formpage.html), or you can get them by mail by calling 1-800-418-3676. The Aircraft Radio Station License is form 605, and the Radiotelephone Operators License is form 753. Both include a temporary permit that can be used while you're waiting for the regular form to be processed. Form 1070 lists the current fees, although I can save you from having to download all 4.5 Megabytes by telling you that they're \$50 and \$120 respectively (yes, they do add up, don't they!)

Another thing I neglected to mention is that you need PROOF OF CITIZENSHIP, in the form of a birth certificate or passport. There are other requirements I also didn't mention because they're so basic -- all of the standard "declare this and that" customs BS, as well as having all of the paperwork you normally are required to carry in your plane (Airworthiness certificate, etc.) For a more thorough discussion of this, check out [www.aopa.org/http://www.aopa.org/members/files/guides/canadabrief.html](http://www.aopa.org/http://www.aopa.org/members/files/guides/canadabrief.html), or call AOPA for a paper copy.

See you at Salmon Arm!

...Randall

### Jackpot Trip Update

Interest in the Jackpot event is high — looks like we'll have a great turnout and a fun event. If you're still considering attending you can read my article on last year's event in the August 2000 Home Wing newsletter. It's downloadable from our web page if you did not keep it at [www.vanshomewing.org](http://www.vanshomewing.org). Below is a summary of the participants and their contact information. Although Gary has reserved a block of rooms at Cactus Pete's, pilots should contact the hotel in advance to guarantee their rooms. Gary sent e-mail to all separately with the hotel phone and reservation number. Contact Gary if you missed this info.

For those interested in the group departure it will be from Twin Oaks at approximately 10:00 am (after the first breakfast shift) on Saturday July 7th.

...Randy,  
N558RL

pilot	pax	plane	hotel		e-mail	phone	notes
			confirmed				
Garv Hanson	Mike Johnson	RV-6A	Y		slhanson@teleport.com	503-628-0312 office	event co-chair
Randy Lervold	Randy Griffin	RV-8	Y		randy@rv-8.com	360-901-2150 cell	event co-chair
Rion Bourgeois		RV-6A	N		rion@worldnet.att.net	503-646-8763	
Rob Hickman		RV-4	N		robhickman@aol.com	503-524-3190	
Randall Henderson	Jeanne	RV-6	N		randallh@home.com	503-297-5045	
Dan Bunua	Sun	RV-6A	N		danb@synopsys.com	503-621-3323	
Kevin Lane		RV-6A	N		n3773@earthlink.net		
Steve Johansen		RV-8A	N			503-363-5695	
Jake Thiessen	Joan	RV-4	N			503-606-0569	
Denny Jackson		RV-4	N		denny@tms-usa.com	503-838-4746	
Brent Anderson		RV-4	N		brenta@softboard.com	503-646-6380	
Bob Neunner	??	RV-6	N		bobn@jms.com		
Mike McGee	Diane	RV-4	N		Mike_McGee@onemain.com	503-534-1219	

### Reminder: Hughes H1 Racer Fly-out

- Fly-out event to see the Hughes H1 Racer flying replica project
- Cottage Grove, Or (61S)
- Saturday July 21, 2001, 9:30-10:30
- Project Review 10:30-12:00
- Catered Hamburger BBQ Luncheon 12:00-1:00
- RSVP: Brent Anderson, Day phone 503 523 2012, Eve phone 503 646 6380, Email brenta@pcez.com
- Lunch: \$7.00 per person (includes gratuity) Lunch buffet will be catered at the hangar courtesy of Bowling Green. Menu includes BBQ'd hamburgers, all the trimmings, salads, chips, Sodas and coffee will be available (not included in lunch price)
- Make checks payable to EAA Chapter 105
- Mail to Brent Anderson, 1580 SW Dellwood Ct, Portland, Or 97225
- For more information about the H1 racer project, log on to [www.wrightools.com](http://www.wrightools.com)

# EAA Technical Counselors

*Chapter 105:*

- Dan Benua** 503-621-3323, danbenua@mail.com
- Randall Henderson** 503-297-5045, randallh@home.com
- Dave Lewis, Sr.** 503-690-8237
- Bill Truax** 360-582-0558, goonybrd@olympen.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

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 for the builder, technician, & pilot  
<http://buildersbooks.com>

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<http://eCharts.cc>

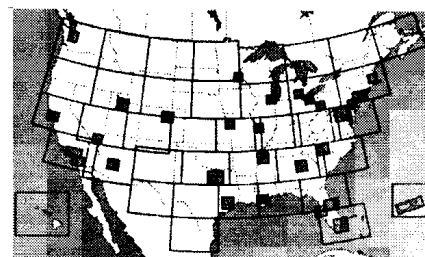
- Van's RV Specific**
- 18 Years of the RV-ator** \$27.95  
(includes 21 year update pages in March)
  - Orndorf Construction Videos full set
  - Preview plans/manuals RV-3,4,6,8
  - Aiming High 17.95
  - The RV-Story - VHS 10.00
- Other RV Recommended Books**
- Aircraft Sheet Metal \$18.95
  - 43.13-B Accept. Methods 18.95
  - Bingelis - Sportplane Techniques 24.95
  - Bingelis - On Engines 24.95
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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

### Tools for sale:

1. Desoutter angle drill 5500 rpm
  2. American Pneumatic squeezer w/ 3" yoke
  3. 3X rivet gun
  4. 8 piece bucking bar set
  5. 8 piece rivet gun set
  6. Misc. dies for squeezer
  7. Machine micro countersink w/cutters
  8. Bucket of clecos: 3/32 & 1/8
  9. Lots of misc. rivets
  10. I0-320 motor mount
- \$600. for the lot. Mike Helton  
503-826-0485, mhe2136420@aol.com, 7/01

**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

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

**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. Items for sale include:

- (4) Gal. Aluminum paint. (single component)
  - (1) 2 gal. kit Aluminum epoxy
  - (1) 1 gal. kit Flat gray (F-16 camo.)
  - (2) 1 gal. kits ,flat white
  - (10) 11/2 gal kits , scuff resistant light gray (cockpit interior, hanger/garage floor?)
  - (2) 1 gal. kits , gloss gray
  - (2) 1/2 gal. kits, gloss gray
  - (2) 1 gal. kits yellow primer
  - (4) 1 gal. kits fiber glass sanding sealer
  - (3) gal. fiber glass pin hole filler
  - 18 gal. thinner
- Everything \$10.00 per gal. call Tom @ 503-452-3743, e-mail @ rozy26@excel.com, 9/01

**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

**RV Partnership Wanted** — Seeking party interested in establishing a partnership and purchasing a flying RV, any model OK. Prefer to be in the Hillsboro area. Please call 503-628-2317, Lou Armbruster, 6/01

**RV Partnership Wanted** — Would like to build a RV either a 9, or 7. I don't have the room to build one but would like to find a partner that lives near my location (Clackamas). Gary Matusch, 503-658-5305, 7/01

**Tools Wanted** - Just starting 9A project and need a few tools to complete emp kit, 3" hand rivet squeezer, 3/32 vise grip dimpler, flush swivel rivet set, 1/4" air drill, 1/8" and 3/32" clecos. If you have any of these and would like to sell them, please contact Nelson Lyon at 503-692-0930 or n.lyon@verizon.net, 7/01

**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

## 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

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 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

## Home Wing info:

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

Newsletter editor & publisher ..... Randy Lervold 360-817-9091, randy@rv-8.com  
 Membership (dues & database)..... Randy Lervold 360-817-9091, randy@rv-8.com  
 Meeting coordinator ..... Randall Henderson 503-297-5045, randallh@home.com  
 Flying activities coordinator ..... Randall Henderson 503-297-5045, randallh@home.com  
 Annual fly-in leader ..... Don Wentz 503-543-2298  
 Home Wing web site ..... www.vanshomewing.org  
 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: \_\_\_\_\_

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