

HOMEBIAN'S AIR FORCE



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



Your editor lights the fire for the first time.

Editor's Hangar

Try as I might, I just couldn't get my first flight story in time for this issue — I'm afraid a picture of the first start will have to do for now.

As of this writing (Saturday 4/28) I'm about as close to flying as you can get: the engine has been started and runs fine, I had an encoder/transponder certification performed, I passed my FAA inspection, and have my Airworthiness Certificate in hand. So what's the hold up? Well, I have a leak in a fitting on my left brake master cylinder, my EGT/CHT gauge indicates backwards (negative temperatures), my to-do list still has a few more items left on it, it's raining right now with about 800 foot ceilings, and of course I need to get this newsletter out!

I've been making a concerted effort to not rush at the last minute, rather to pace myself and keep comple-

ing everything properly. I've heard of the tendency to get rushed from other builders and don't think it's the wisest thing to do. Once these few things get taken care of though I really do feel ready to go. I've had 5.9 hours of RV-8 dual time spanning the gamut of maneuvers, and have had two EAA Tech Counselors and a DAR go over the plane. It's only a matter of a few days now.

In this issue is notice of our annual fly-in. Don still has vacant help slots so if you're not already signed up please get in touch with him. This issue also includes Mike McGee's final installment on his South American trip... quite a story

Blue skies!

...Randy Lervold



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

MONTHLY MEETING:

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

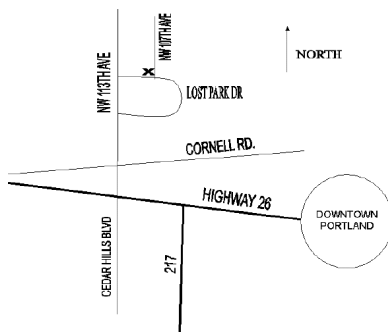
Place: Mark Kruskopf's house
 1945 NW 107th Ave
 Portland, OR
Date: Thursday, May 10th, 2001
Time: 7:00 pm
Phone: 503-641-6302

The May meeting will be at Mark Kruskopf's house. Mark is building an RV-9A and is working on the tail kit. This will be a good opportunity for all the new guys and wannabees to have a look at a project in the early stages (and for the "old guard" to shake their heads and mutter enviously about the completeness of the new kits.)

DRIVING DIRECTIONS:

From Portland:

- Take Highway 26 (Sunset) to Cedar Hills Blvd (the exit just west of the 26/217 intersection).
- Head north on Cedar Hills Blvd.
- Cross Cornell Rd and continue straight up the hill (you are now on NW 113th Ave.)
- Turn right at the second Lost Park Dr. (Lost Park Dr. is shaped like a U.)
- Turn left on NW 107th Ave. (it's the blue house on the NW corner.)



Future meeting schedule:

June: 10th Annual Northwest RV fly-in, SPB
 July: Phil Spingola's RV-6 project (tentative)
 Aug: Pacific Coast Avionics (tentative)
 Sept: t.b.d.

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: 5/5/2001

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: 5/17/2001

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: 5/9/2001

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.

Newsletter Delivery

I'd like to encourage those still receiving b/w snail mail to switch to email 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



April Meeting Recap

Thursday, April 12th, the builders group was graciously hosted by the Jasinsky's. Thanks for the terrific table fare Janis! Jeff presented his RV-8 quick-build project for the scrutiny of approximately thirty six steely-eyed builders. Due to Sun-N-Fun, the Van's contingent was notably absent, and even the honorable Mr. Henderson was a no-show. The chairmanship of the meeting fell into the capable hands of Don Wentz. Another notable absentee was Randy Lervold, who was off to Florida to get some transition training in Jeff Ludwig's RV-8. [I smell a good article on the horizon]. Randy Simpson showed up with more of his classy tie-downs, and made mention of a polishing machine that he had just completed to reduce the time it was taking him to polish the tie-downs. Jeff's project was started in Sept. of '98, and is now nearing the stage where it is looking like an airplane!!

...Randy Griffin

Fandango in an RV-4: Part 4

By Mike McGee

North to Martinique

We were all waiting to depart Venezuela when we learned it was a little more complicated than previous departures. Our flight plans had to be faxed to our next stop, approved and faxed back. It seems that ATC wants to know who is coming out of South America and when. You wouldn't think this exercise was too difficult but it seemed to be taking a long time. It turned out that there was one controller in the tower who had to work the planes in the pattern while he filed our flight plans for us. If it weren't for one of the pilots (who had been on a trip like this before) who went to the tower to

assist the controller we might not have made it to Martinique before dark.

The slower planes got sent out first and we blasted off for Martinique. We were back on the ground at our next destination about an hour before dark. We touched down in Fort o France and once again we had a welcome reception by the ramp crew. The little yellow plane slid in right up front between the Mooney in the group and under a Caravan's wing. Our 14 planes filled the GA ramp to capacity and a couple of planes had to park on the other side of the airport near the terminal. After taking on fuel we boarded a taxi and were off for Trois Islets where we would base for the next couple of days.

The accommodations in Martinique were not what most people expected. We had known earlier in the trip that our reservations here had been inadvertently can-



celed and our leader had scrambled to have us a place to stay. Upon arrival we learned that our rooms were not up to the four star level we had come to expect. Now, I'm not saying it was a dive. If I had been a college kid backpacking across Europe it would have been great. Some ventured out to find better accommodations, Diana and I were more interested in dropping our bags and heading out to find some good food. After all, this may be the Caribbean but we were now in France and we all know that you go to France for the food! We weren't disappointed.

Because of time logistics, it was a short stay. We arrived on Saturday afternoon and the next day there wasn't much shopping to be done as it was Sunday and many stores were closed. We entertained ourselves with hiking around, finding places to eat, checking out some of the historical sites, enjoying the food and walking along the beach. A bikini salesman could go broke here, this is after all a French territory. Yes, Diana, the sun

really was in my eyes walking down the beach when I almost stepped on that couple's dog. (*What, no pictures of this beach? ...ed*)

We really want to go back to Martinique for a longer stay. The countryside is beautiful, it is a relatively big island with a few airports and I think it deserves at least a week. Did I mention the food was really good.

On to La Romana, Dominican Republic

Monday morning it was back in the air again. Jim (C-182) and I had planned on stopping at St. Croix for gas and lunch. This is part of the US Virgin Islands so we got to go through US customs again. A bit more paperwork but straight forward none the less. We filed our flight plans with the tower and headed out. North over Guadeloupe, swing past Montserrat to look at the volcano, cut the corner left and head for St. Croix



When flying through the Caribbean you pass through several ATC countries and your flight plan isn't always passed along. As the planes in front are handing off to San Juan Radio, one after the other is being asked to standby and get their flight plan air filed. I'm normally one to wait until the chatter dies down before I call ATC. It became obvious that if I waited much longer I would be past Puerto Rico before I could get a word in edgewise. "SAN JUAN RADIO, N996RV, .. NUMBER SIX". He came back laughing. "How many in your group?" "Thirteen". It was almost time to call St. Croix Approach when I broke in and said "be advised, 996RV and 759JK will be landing in St. Croix for fuel". At which time he rearranged the filing order and moved Jim and me to the front of the line. I don't know if the planes out front ever got a flight plan re-filed before they were out of range.

Landing in St. Croix for gas, the controller recognized the aircraft type. "Hey, we have one of those based here on the island!" she said. I still hadn't used the "E" word since we left Florida. We fueled up the planes and ourselves, called flight service to file our next leg and headed out. We flew direct to our next stop in the Dominican Republic, only having to deviate for some restricted airspace on the southwest corner of Puerto Rico.

Approaching the Dominican Republic and La Romana it was once again good to be next to terra firma. As we descended to the pattern we flew over the manicured resort that seemed to stretch for miles. After landing we gassed up, got our paper work in order and headed for customs. Here was a typical situation where there is no consistency at a point of entry. The people in front of us had to give Immigration one general declaration form, we needed three, and Jim, right behind us, needed five general declarations. The landing fee was US\$10 and we only had a 20-dollar bill. Of course they didn't have change and after a LOT of talking they let me pay for Jim's landing fee. They were perfectly willing to take my \$20 and waive the change.

We cleared the airport, grabbed a taxi and headed for the resort office. Checking in we got keys for our room and keys for our golf cart. A golf cart was standard issue for the guests since the place was so big. We took a couple of drives around the place and found the tennis village, riding stables, polo field, shooting range, beaches, golf courses and restaurants. A person could come here and spend a lot of time before they got tired of it.

La Romana resort started life as an old sugar plantation. As they built accommodations for the owners coming and going it grew so there was a place for the families to vacation. This grew to a place beyond the needs of the plantation and was turned into a destination resort. It has been a very popular vacation spot for celebrities over the years. There is a new-old city located just outside of La Romana, built about 20 years ago and fashioned to look 300 years old.

It has shops, museums and an amphitheater for tourists to enjoy artwork, local eats, history and culture. Lots to do here, catch them on off-season though, as we were pulling out we heard that they were booked solid for the Christmas season. That would be a huge crowd.

There are two 18 hole golf courses, a park land style course and a traditional links course called Teeth of the Dog modeled after Pebble Beach. I got to play a round on Teeth of the Dog and only lost about half a dozen balls in the surf. The course crosses the old runway in two places and there are electric gates that are closed when a plane is on approach or taking off. It would be a neat place for a bunch of RV'ers who like to play golf to



go for a week. We need to fashion some drop tank style golf club racks for our birds. That way we could start an RV Golf circuit. Just one more excuse to fly around the country!

Back to the States

After three days at La Romana it was time to head home. This had been an adventure beyond anything I had ever undertaken. We decided that we could go all the way from La Romana to Exuma International in the Bahamas. A couple of planes stopped at Providenciales, Turks & Caicos for gas while the rest of us headed for the Bahamas. Leaning “aggressively” we landed at Exuma Intl. and put in 27 gallons, the most fuel we had taken on at any stop.

Once again fueling the planes and us we were heading for Ft Lauderdale Exec for a rush hour arrival. The weather was bunching up as we approached the coast but most of us finished up the leg VFR. Miami approach followed us to the handoff for FXE. I have heard some auctioneers in my time but the controller at FXE was impressive. It seemed like she didn’t take a breath for about five minutes and never missed a beat. Not only was it rush hour but we handed her 13 planes above the normal load coming in from the Bahamas almost all at once.



Home Wing – Van’s Air Force



We cleared customs for the last time, got in and headed for our last stop of the day and our original point of departure from the US. In Boca Raton we tied down for the night and joined the rest of the group at a banquet dinner not far from the Holiday Inn where we would stay.

Heading West

From a mileage perspective we were only through two thirds of the trip. It was the middle of December and we were headed for Oregon VFR. It took two extra days to get out of Florida due to low clouds and a couple of trains of thunderstorms. This gave us a chance to visit one of the couples on the trip at their beautiful home strip on 25 acres west of Ocala. John and Sara had made the trip in an immaculate 1954 Cessna-195. He’s an A&P/IA and while we were waiting for the weather to break we pulled the RV into his shop got the cowling off and finally got our oil changed about 25 hours late. As usual the screen was clean and everything was as it should be. We stopped at Cross City and saw the beer drinking pig (and fed him a long neck of his favorite brew). Night three had us waiting out thunderstorms in Panama City, the home base of our trip leader.

(Continued from page 5)

When the thunderstorms cleared we headed west into forty-knot head winds. It was annoying to be in a 150-knot plane making 105 over the ground. At our fuel stops we would run into other RV owners who recognized us because they had followed the trip on our web page (thanks to Doug Reeves and the VansAirForce.net World Wide Wing web site). We made it to El Paso, Texas that night in spite of the winds.

El Paso to Aurora the next day saw the winds turn around. After gassing up in Casa Grande and Tonopah, I landed at Medford in the dark and had been gaining ground speed all the way. I had a tail wind on the last leg into Aurora getting 165 kts over the ground. I pulled into the pattern and landed at 7:15 pm.

Epilog

It had been 25 days away from home, 16 days flying, 76 hours in the RV-4, 593 gallons of gas and over 9,600 nautical miles. It was a hell of a trip. It didn't go smooth as silk but that would have been too sterilized for me. I know now that flying in the Caribbean is something we can all do. The paperwork, customs and immigration, and ATC challenges are minor compared to the thrill of going the distance.

I'm looking forward to more trips over those beautiful blue waters and hearing about RV's adventuring out more. Some of the people here at home in the Northwest are planning a trip to Alaska this summer, some have traveled to Mexico annually. Next time I plan on a trip like this I'll be looking for people to join up and if I hear about your trip in the works you just might get an email from a guy in a little yellow RV-4 wondering if there's room for one more plane.

*Blue skies,
Mike*

Hughes H1 Racer Flying Replica Fly-out

What: Fly-out event to the Hughes H1 Racer project

Where: Cottage Grove, Or (61S)

When: Saturday July 21, 2001

Arrival: 9:30-10:30 AM

Project Review: 10:30-12:00

Catered Hamburger BBQ Luncheon: 12:00-1:00

RSVP: Brent Anderson

Phone: 503-523-2012 day, 503-646-6380 eve.

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, salads, chips Drinks not included in lunch price.

Make checks payable: to EAA Chapter 105.

Mail to: Brent Anderson, 1580 SW Dellwood Ct,
Portland, OR 97225

About the project

A flying replica of the Hughes H1 transcontinental racer is being created by Jim Wright's team extraordinaire, a collection of engineers, mechanics, and master craftsmen from around the USA. The plane is currently nearing final assembly at Jim's Cottage Grove airport hangar. The original H1 shattered the world speed record on January 19, 1937 by flying from Los Angeles to New York nonstop in 7 hours 28 minutes. The H1 replica is, in Jim's words "the ultimate homebuilt", and has captivated his dreams since youth.

In the Wright H1, Jim hopes to regain the transcontinental land speed record for piston driven aircraft currently held by a P-51. According to Jim, Hughes' 1935 flight was not near it's potential. The oxygen system failed, forcing Hughes to fly at a far lower altitude than planned, and his route was compromised by poor weather. Wright's project began in March 1998, with over 27,000 construction hours logged to date. The Wright H1 is slated for completion some time in 2002. (The original took over 40,000 hours to produce, and logged slightly over 40 hours in the air before it was retired).

No engineering drawings of the original H1 were found. As such, the H1 replica was painstakingly reverse-engineered from sketches and photos of the original H1 taken at the Smithsonian. 105 members may recall several years ago when H1 wingbuilder Steve Wolf gave a talk to the chapter, and shared that part of the experience with us. For more information about the H1 racer project, log on to www.wrightools.com

Mark your calendar- Our planned fly-out represents a unique opportunity to witness firsthand the re-creation of this rare and mysterious jewel of aviation history. The Wright H1 is crafted to a degree of perfection that is utterly breathtaking, and must be admired in person to be fully appreciated.

Don't miss out. Please RSVP early to help this event be a success. Pilots, if you have an extra seat available, please advise when you make your reservation. If you need to carpool, also make that known so we can put folks with similar needs in touch with each other. Regardless, of how you plan to go, see you in July at Cottage Grove!!

...Brent

TENTH ANNUAL NORTHWEST RV FLY-IN



**Saturday June 16, 10:00am-4:00pm
Scappoose Airport (SPB)**

This is the premier RV event of the Northwest, with good food, souvenir t-shirts, vendors, prizes, flybys, lots of RVs and RV camaraderie, and more! Last year we had more than 80 RVs, with examples of every model. The BlackJack squadron flew down from Puget Sound and did some great formation flybys, and Van and crew were there with several of the factory planes.

This year should be even better (we even expect an RV-7 sighting), so come join the fun! We'll be there rain or shine -- if the weather's poor we can huddle in the hangar and tell flying stories. So even if you have to leave your plane behind, come on in anyway.

Procedures, Air Traffic, and Otherwise

Please help Scappoose Airport be a good neighbor and fly the published pattern at the published altitude. **No low fly-bys or aerobatics.** FAA presence on the field has increased in recent months, so let's all be on our best behavior!

After landing, monitor ground control on **129.25**. Follow the greeter's directions for parking. Please shut down your engine upon leaving the taxiway. When departing, pull your plane onto the pavement before starting your engine so as not to blow grass and dirt all over everyone else's planes.

PLEASE keep hands off of, and stay out of, other people's planes unless invited to do so, and **keep an eye on your kids** to make sure they do the same. These are lovingly crafted machines, and their owners deserve to be able to fly them away in the same condition that they arrived in. Home wing members (and anyone else who wants) are encouraged to come early (8:00am) and help get set up. And be sure to sign up to help with food, meet/greet, auto parking, t-shirt sales, etc. Everyone pitching in means no one has to spend the whole day working, and we'll all get a chance to have some fun!

For more information or last minute updates, email fly-in leader Don Wentz (jwentz@columbia-center.org) or call him at (503) 543-2298. You can also check the Home Wing fly-in web site, at www.vanshomewing.org.

Crossing the Border

By Randall Henderson

Since I'm planning to go to Salmon Arm for the Air Affair in June, I decided I'd better bone up on the regulations concerning the Canadian border-crossing. I've done it before, but it's been many years, wasn't in a homebuilt, and in any case the rules have changed. Here's a quick summary of the requirements.

First off, you will need a copy of Transport Canada's *Standard Validation of Special Airworthiness Certificate – Experimental for United States (US) Registered Amateur-Built Aircraft* letter onboard when flying into Canada. Its available on the web – kind of buried on the Transport Canada's site, so I've put a copy of it on the Home Wing web site, at www.edt.com/homewing/Mpl_30.doc. I'll plan on making some copies and keeping them in my plane so anyone going on the Salmon Arm trip who doesn't have one can get one from me.

For Canadian customs, just call 1-888-CANPASS at least one hour but no more than 72 hours prior to landing. Generally they will tell you to go to the customs area on the airport when you land, and if the customs inspector doesn't meet you there, call them again and they will give you further instructions. Which will probably be to continue on to your destination.

A flight plan must also be filed for the border-crossing leg of the flight, both coming and going. I am told that adding "ADCUS" to the form is no longer accepted in Canada – you just need to make the call to CANPASS.

You are supposed to have a radiotelephone license, although from what I've heard, it's seldom checked for. In any case, the pink copy will do, and of course you *will* remember to mail in white copy with your fee, as opposed to just pulling out the pink copy to have with you case they check for it.... :-)

For the Salmon Arm trip, Penticton and Kelowna are both good choices for clearing customs in Canada. Of the two, Penticton has less traffic, and when I called Canadian customs they told me it had service "24/7", so that'd probably be my first choice. Other designated customs airports along southern BC are Cranbrook, Castlegar, and Grand Forks.

Returning to the US, you need to call at least 1-2 hours in advance, depending on the station. The number to call will depend on where you're planning to land to clear customs. The AOPA airport directory lists the customs airports and phone numbers. I called the number for Hillsboro/PDX (503-326-3515) and asked them about landing at HIO on Sunday, and the agent indicated that Sundays are BETTER than other days – the agents

are usually working at other locations Mon-Sat, but on Sunday they're on call 24 hours. This means you can come in to Hillsboro any time on Sunday, so long as you give them 2 hours notice. I was also told there's no "weekend/after hours fee" but I'm sure that could change on a whim. At any rate, my plan at this point is to gas up at Salmon Arm and just come straight back to HIO and clear customs there.

You will also need a US customs sticker (\$25). If you don't get one beforehand, you can get it from the agent when you land, but be sure to tell them when you call so they know to bring it out. They require a credit card for payment.

One more thing – contrary to popular myth, there is no ADIZ between the US and Canada, so 12" numbers are NOT required. That's not to say you won't run into some Customs inspector who has a different interpretation of the rules (like the one up in WA a pilot-friend of mine ran into a couple of years ago). But that's what the rules say anyway. I may throw in a roll of black tape "just in case".

...Randall

Wacky Willy Watch

I stopped by Wacky Willy's in Hillsboro the other day, and as always I came across some interesting items that could be of use to RV builders:

- Rivet gun rivet sets, all shapes and sizes, \$5 each. These are the same sets that range from \$7-\$16 in the Avery catalog.
- SPST and DPST toggle switches -- on-off and on-off-on, \$2.50 ea. Look similar to switches sold in the Spruce catalog for \$8-12.
- Corrugated conduit, 1/2", 5/8" and 3/4" sizes. Looks to be the same stuff that Van's sells. Don't have a price comparison for this one.
- Plastic hose fittings – looks like the same stuff I used on my brakes and pitot/static system. straight, 90 degree, and T, for .025 each.

Lots more, you get the idea. But be careful -- it's fun to scrounge, but it's also easy to get carried away and end up putting dubious quality stuff in your plane.

...Randall



Flying Activities

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

Our fly in is next month, and as you can see, there are a number of other fun events coming up as well. The day after our own event is the Salmon Arm Flying Club's Fathers Day Air Affair up in Salmon Arm, British Columbia. Western Canada RVer Ken Hoshowski sent me the following:

The Salmon Arm Flying Clubs Annual fathers Day air affair is indeed on. (Sunday June 17). Us RV builders have always encouraged other RVer's to attend. We do have camping on the field and the flying club clubhouse does have shower facilities, strictly co-ed of course!! We can also find you a bed, as a matter of fact I offer you our spare bedroom, also have a hide a bed on a screened veranda. My 5th wheel trailer is used as an office at the airport and it can also sleep 4. We have other members who I am sure will take billets. There will be a spaghetti? dinner (free for fly-ins) on Sat. June 16 for early arrivals. We would be happy to accommodate all RV fliers but would request an RSVP so we know how many beds we must round up. Van, Ken Melvin, Jake Thiessen to name a few have been up

before. Let me know how many can make it and we will show you some Canadian hospitality.

I'm hoping to get a gaggle to fly up there after our fly-in. We can take off from Scappoose, after helping clean up of course! Contact me if you want to fly up together. Contact Ken Hoshowski (phone/email below) to RSVP and to arrange for a place to stay.

If you plan to go, you might want to read the article (elsewhere in this newsletter) about procedures for crossing the Canadian border.

...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 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
16-Jun	TENTH ANNUAL NORTHWEST RV FLY-IN	Our annual fly-in. Don't forget to sign up and help out!	Don Wentz 503-543-2298 jwentz@columbia-center.org
17-Jun	Salmon Arm Flying Club's Father's Day Air Affair	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 contact Ken Hoshowski directly -- ve7fp@vansairforce.org
July 7-9	Jackpot Air Races	Let's get a gaggle of Home Wings 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	Fly-Out to see the Hughes H1 Racer Project	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 Wings will no doubt be going to the Reno Air Races . Anyone wanting to coordinate, let me know and I'll put names down here.	Anyone?
TBD	Camp Out! 	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		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

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@olypen.com
- Don Wentz** 503-543-2298, jwentz@columbia-center.org

Chapter 902:

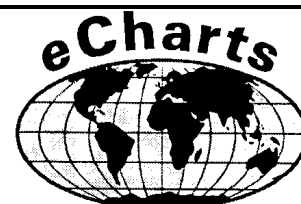
- Brian Moentenich** 503-666-7518, Brian.L.Moentenich@usace.army.mil
- Jerry Darrah** 503-254-9992



EAA Technical counselors wanted! 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

Builder's Bookstore
 for the builder, technician, & pilot
<http://buildersbooks.com>



<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

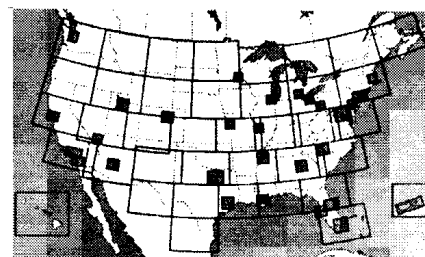
- Aircraft Sheet Metal \$18.95
- 43.13-B Accept. Methods 18.95
- Bingelis - Sportplane Techniques 24.95
- Bingelis - On Engines 24.95
- Sky Ranch Engineering Manual 19.95

- AeroElectric Connection \$28.80
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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

RV-6/6A Empennge Kit - \$850 (not pre-punched). Includes plans, drawings, hardware. Ernie Johnson @ 503-544-6555 or msg 503-274-6876, 7/01

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. IO-320 motor mount

\$600. for the lot. Mike Helton
503-826-0485, mhe2136420@aol.com, 7/01

Salvage Sale — Wagabond, damaged in off-field landing. O-320-A2C with 400 hours since new. Prop was turning and was bent, engine was not putting out any power. Don't know the cause of the engine failure. Entire airplane as where is \$13,000. Panel is full and all instruments are in place, radio is a Mark 12. \$1k spent on new spring gear and axles included. Recover quite a bit of your investment by parting out the remainder of the project and get a good engine core. Contact Allen Potts Lakeside MT 406-844-3464, 6/01

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

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 O-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

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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!

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 Address: _____ Work phone: _____
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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: E-mail (pdf) <input type="checkbox"/> Mail <input type="checkbox"/> EAA Chapter: _____	Payment: Check <input type="checkbox"/> Cash <input type="checkbox"/> Info change only <input type="checkbox"/>
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