

# HOMEWING



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



*Randall Henderson's RV-6 at Wilding Farm airstrip on Shaw island in the San Juans. Randall's comment...  
"Not on the map. I probably won't go there again unless he grades it — too rough. Short too (~1000)".*

## Editor's Hangar

**O**ur typical fall/winter/spring weather is back... raining out and about 200' ceilings as I write this. Looks like it's about time once again to gaze at pictures of RVs in nice weather like the one above. I may grace the cover with great photos from this year's flying season just for that purpose if you don't mind.

This issue has profiles on several of our members who are now flying — should be good motivation for those building.

News from my own hangar: after putting 133 hours on my RV-8 since 5/3, I've had it out of service for the last couple of weeks as I finish up installing four new cylinders. Why? It's a long story that I'll write an article about soon. After I get the new jugs broken in though I'm planning on taking it back out of service again for a panel makeover... better now than in the flying season, right? If you think your plane is done when you make your first flight think again!

...Randy



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

**MONTHLY MEETING:**

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

**Place:** Harmon & Marcy Lange's shop/home  
33094 Church Rd., Warren, OR  
**Date:** Thursday, November 8th, 2001  
**Time:** 7:00 pm  
**Phone:** 503-397-1478

The November meeting will be held at Harmon Lange's home/shop in Warren, Oregon. Harmon makes all the landing gear for Van's Aircraft, has built an RV-4 and an RV-6A, and is currently working on an RV-8A. There are a couple of items of special interest on Harmon's newest plane — he's installing a FADEC engine controller, as well as a Blue Mountain EFIS. And if that isn't enough for you, Greg Richter, president of Blue Mountain, is scheduled to attend.

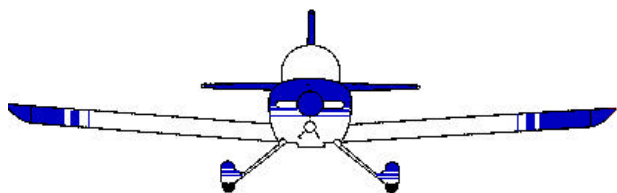
**DRIVING DIRECTIONS:**

To get there, take Hwy 30 North to the town of Warren (5 miles North of Scappoose). Turn left on Church Road. Go 1.5 miles to a stop sign. Go straight about .4 mile. Turn Right into the yard opposite a huge tree.

**Future meeting schedule:**

Dec: Amit Dagan's RV-7 project  
Jan: Pat Hammel's RV-6A project  
Feb: t.b.d.  
Mar: t.b.d.

Meeting places are always needed: if you'd be interested in hosting a meeting please contact Randall Henderson at 503-297-5045 or [randallh@home.com](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: 11/3/2001**

**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](http://www.eaa105.org) for details

**This month: 11/15/2001**

**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: 11/14/2001**

**Newsletter Delivery**

I'd like to encourage those still receiving black & white 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](mailto: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 Price (weight?) of a Nice Interior

By Randall Henderson

**W**hen I first flew my plane it was unpainted and had no interior. As I attended to these last items I knew I wanted a really nice interior to finish it off.. After considering many approaches I hired a local aircraft upholsterer to do my interior. Bottom line first, he did a fantastic job — I'm really pleased with the look and the comfort of it. When I re-weighed the plane however, I realized that all that plush comfort came with a heavy price! Re-weighing the plane didn't tell me exactly how much of the extra weight was due to the interior, so during my first annual condition inspection, I pulled out all of the interior pieces and weighed them. The total was 37 lbs. Yow! More than half of that (20 lbs) is in the new seats.

The first lesson I learned from this is that all the worrying we do about the weight of the paint is fine, but the interior is where you can really load up. The next lesson is that just because someone's an aircraft upholsterer, that doesn't mean he has any clue about weight issues, and in particular, RV weight issues. There's a reason RV people go to DJ Lauritsen and the Orndorffs — they're RVers too, and know how to do it light!

The guy I used made me a VERY nice interior, but there are a number of things he could have done to save weight without sacrificing comfort or aesthetics. In fairness, I was pretty oblivious myself — I just never imagined it could add THAT much weight, so I turned him loose and didn't really worry about it. He had done some other RVs before, which I think contributed to my complacency. Evidently he hadn't worked with anyone who cared much about weight however.

I've since looked into what I might do to lighten things up. The biggest factor is the conforfoam. It's super comfortable, but he made the seats 100% out of the stuff. I've since discovered that a common method (in RVs anyway) is to use conforfoam only on the top 1-2, or at the most 3 inches, and lighter foam for the buildup underneath. My seat bottoms are about 8" thick, and I doubt it would sacrifice much (if any) comfort if I replaced the bulk of that with a lighter foam.

Even after subtracting the weight of the seats, there are still 17 lbs worth of side panels, pockets, stick boots, and carpeting. The side panels are all removable, with the fabric glued to 1/16" thick Kydek backing material,



and velcroed to the skins. This is convenient, but also heavier than just gluing the stuff to the sidewalls. My guy seemed to think that Kydek was the "only" thing to use, and I don't disagree that from an upholsterer's point of view it's an easy material to work with. However when I did a weight comparison I discovered that .016 AL comes at in about 1/2 the weight of the Kydek. By my calculations, using .016 AL would have saved about 3.5 lbs in my plane.

The fabric in the side panels is still heavier than it could be, due to the fact that it's quilted/foam-backed. But jeez, it's so darned plush I can't bring myself to do away with that part of it.

It should be noted that I left the baggage compartment bare, except for a tonneau cover (2 lbs). I've seen some RVs with nice interiors front and back, and while it looks nice, I'm glad I left mine bare, especially in light of how much weight the rest of the interior added.

I'm currently on a mission to lighten the interior, and although I know I can't have it both ways, I think there are some things I can do without giving anything up. I've actually gone after the back of all the Kydek panels with a router, and removed about 2 lbs worth of material so far. The next thing is to replace the foam in my seats with a conforfoam/lightweight urethane combination. I imagine I can take off 6 lbs at least by doing that.

That still leaves me with a fair bit of weight in the interior, but it's a compromise I'll just have to live with for now, since I'm not quite willing to give up the looks/comfort. (Hmmm, maybe if I replace my battery with one of those lightweight Odyssey jobbies...?)

...Randall, N6R

## Member Profile: Gary Miller

My RV-6A started out as a quick build in September of '96 and has been a work-in-progress since. It first flew the day after memorial day of this year and had the typical heavy wing and some trim issues. I flew the time off and then spent most of the time getting it ready for the paint shop.

It has a Bart LaLonde (Aero Sport Power) 0-320 engine with a Sensenich fixed pitch prop. The only other unique thing about it is that it does have Rob Hickman's engine monitor in it. It came out of the paint shop on 9/22. The paint scheme was inspired to some extent by the Aerospatiale Tobago.

*...Gary Miller*



## Member Profile: Mike Wilson

### 44 hours so far!

The First Flight is something you can only experience once, but it stays with you forever. When Len Fox (professional test pilot) flew it I didn't get all emotional, but when I flew it ... Well, you have to do it to understand. You know what I mean. I'm getting very comfortable with the airplane now. I like it!!! Simple, Fun, and Fast. Try to stay focused, always.

I broke the starter while getting ready to go to breakfast with Brent and Mike O., so it's down right now. Best guess as to why: seems when the battery is low and it cranks slowly, the LightSpeed electronic ignition fires BTC and it kicks back into the starter. I need to talk with LightSpeed. I think I can fix the starter but teeth are missing from ring gear. I didn't understand the problem until yesterday as it has happened 3 times so far. Not sure why the battery is going down yet either.

The plane is working great!!! Had minor oil leaks at first but all is fixed and everything is seating in now. Right cylinders are 25-30° cooler than left with variation front to rear hardly noticeable (need to try some experiments with air flow). Haven't taken blast tubes to the mags and alternator yet so I'll take them from the right side and things may balance up some. CHTs stays around 350°, EGT 1350° with less than 30° variation. Oil temp is 180/185° normally, stays below 200 on climb and gets up to 210° at Alt (10K) with high throttle setting. Oil pressure is 50-60 psi at idle and 85 at full throttle. Wood prop climbs at about 1800 to 2000 fpm (holding 2300 RPM) off the deck and maintains 1500+ through 4000 ft, comfort cruise at 2500 rpm yields around 160 KIAS and indicated seems correctly close to GPS ground with altitude and wind corrections. One go-around the other day down a 6000 ft runway (starting at 200 feet off final, 70 KIAS, trimming at 4 feet and going to full up) yielded (to the best of my ability to observe 4 feet above the ground) 180+ KIAS at 2700 rpm at pull up (still accelerating).

I believe I have pushed the prop to 2900 rpm but I don't like that and don't let it run like that. Basically, I think it needs more prop to harness more power but this prop is a good compromise. I have tested most acro attitudes including inverted but haven't really gotten into lots of maneuvers yet. Inverted was interesting - first time the 2 inch oil cap came off and needless to say, oil! oil! oil!, everywhere: over canopy, down sides, in the wings and in the cockpit over my legs (hot! hot! hot!). Only lost 1.5 qts though and got down without problems. Still have oil coming out of place you would never expect. Re-testing shows no dumping on the belly (this could change with multiple maneuvers, I have much to



learn yet). Holding level while inverted is difficult, requires much forward stick which is tough at first while hanging upside down.

All testing to date shows great results much to my glee, and to some degree of surprise. There were/are many unknowns to prove out yet. The Cowl fits great with no interferences. It is now becoming easy to install and remove. Engine is very strong and seems very reliable, no glitches. Had trouble learning to start it at first but I'm getting the hang of it now. 4-into-1 exhaust sounds different than typical RV (in a good way). However, it's burning the bottom since the outlet is so close to the fuse. It hasn't melted the plexi window (yet) but has distorted the view and blackens shortly after takeoff. I have a turndown which should resolve this issue.

Fuel burn looks like (with non-calibrated inst.) 14-16 GPH on climb and consistent 8.5 at 2400-2500 rpm (not bad for AIO-360-A and wood prop). Doesn't seem to use much oil, 1 qt every 10+ hours or so (as far as I can tell so far). The wood prop is now an issues for W&B as utility comes into play. I designed for CS prop so passenger is limited to 170 lb no baggage with wood up front. I can fix this for now by moving battery up front (gets me to 190 passenger), plus adding 11 lb weight to the prop flywheel (increases to 200 pass + some baggage). In any case it is a joy to fly, especially solo.

Randy has been asking for a report and this is the closest I've gotten. I suppose I should put something a bit more organized together, but don't like to sit and write. Should be up again soon. Bummer I missed my first fly-in breakfast, it was nice last Saturday too.

RV-4 is the best RV, ask any RV owner and they'll either tell you so ... or ... find some reason to not admit it. Having 200+ HP doesn't hurt either...

...Mike

## Member Profile: Larry Depute



*This is not an RV Grin, it's an RV Smirk. I cannot believe I built this and then flew it. After 4 years of fun building, I have had 18 months of joyous flying. She is a basic VFR airplane with a 0-360 and Sensenich Prop. She performs as advertised with no surprises. I named her "St. Connie", after my wife. When she said she would work for another year if I would buy a factory New Lycoming, I knew that had someone special for a partner. We have flown 143 hours and have done two long trips to CA and AZ. My thanks to Doug Jones for his many hours of bucking rivets and listening to me and Willy Nelson.*



I live in the capital of Alaska, Juneau. It is in the southeast panhandle and is only accessible by air or water. Bob Johnson, the photographer, lives in a very remote area on the outside coast, Yakutat. Now the Glaciers up by Denali are pretty nice, but ours are not all that shabby. I have frequently landed at the Taku Glacier in my SuperCub, and have been thinking about landing in the -4. There is a large, firm, dandy area to land at the toe of the Glacier. I will let you know and send a picture if I do it.

...Larry



## Flying Activities

### Be Careful Out There

Kevin Lane N3773 RV-6A 800hrs.

Life travels in circles. Those who recognize this and learn from it get to keep on living. One of these loops struck me the other day. Maybe we can all learn from it.

In high school I used to participate in the Tour of the Scioto River Valley (TOSRV) bicycle ride. It became very popular and as many as 12,000 riders would pedal 110 miles each way. Of course we all wanted to prove we were all pro material and would ride in packs, peletons, to gain the benefits of drafting. It was quite exhilarating to pass the single riders fighting the headwinds, yelling out "on your left". One year I was able to draft a motor home towing a trailer. He was unable to shake me and I was passing even the peletons as they screamed "cheater" at me. Way cool!

My last year of TOSRV was also memorable. Saturday, the guy two bikes ahead of touched tires. My buddy actually bumped his shoulder on the guy's back as he braked and rode on his front wheel. I crashed. The resultant bone chip in my elbow has bothered me for 20 years. Sunday I was riding back home when the guy ahead of me dropped a tire off the road. I went down so fast I don't even remember it. I put my hand through his rear wheel and a spoke cut a flap of skin off half my palm. He didn't even get hurt (of course). Yes, that was my last year. Too many amateurs out there.

I am right back there again, only I haven't had the crashes. The toys are bigger and faster, but the parallels are amazingly similar. "Yeah, let's go as a flight!" Same weekend warriors, myself included, still looking for the most fun, thinking how it will impress the others, finally proving that we really shouldn't have been carpenters or programmers, but fighter pilots.

I have been involved with several incidents in the past year where things could have quickly gone sour. They all involved flight formation flying, although I use the word loosely, perhaps "group flying" would be more accurate. I feel the builders group should discuss this aspect of flying and start some type of training while banning or refusing to participate in flight flying until everyone gets trained. Perhaps the extensive group flying experience could come up with safe guidelines on how several planes can travel together, take-off, land, and regroup.

On my recent trip to Alaska, Brian Freeman had many suggestions on safer ways to fly together. Regrouping at slightly differing altitudes, for example, was

a simple idea that I had never thought about. We also discussed ahead of time what we would do if we encountered IMC conditions while flying close together. There's a lot more to think about when other planes will be close by. RV's are small airplanes and the unpainted ones can be practically invisible.

I'm not sure I am interested in doing a lot of formation flying, i.e. flying just wing lengths apart. What I will term "group flying" though, I will continue to participate in. I think a small safety manual and a seminar is in order. We all need to realize that it is funny to say "the last guy in buys the beer" but the situation is always way more serious. I like what Van says, "when you are having a lot of fun, watch out!".

...Kevin

#### Editors note:

*Right on Kevin! I share your concern. Formation flying is incredibly attractive at the same time as being incredibly dangerous, especially when you don't have a plan. In fact the FARs require a plan (without defining what that means) before any formation flight, and I think we all ought to commit ourselves to not raising the risk level by engaging in impromptu formation maneuvers. Then of course we need to learn more about it and develop our skills as was laid out in the last newsletter.*

*I know this all may sound overly conservative, but it won't as soon as there's any kind of accident.*

...ed



## EAA Technical Counselors & Flight Advisors

The following Home Wing members have volunteered as technical counselors under the **EAA Technical Counselor program**:

- **Dan Benua** 503-621-3323 danbenua@mail.com (EAA Ch. 105, RV-6A builder, Hillsboro-Scappoose-Portland area)
- **Jerry Darrah** 503-254-9992 (EAA Ch. 902, A&P, Glastar builder, Portland-Troutdale area)
- **Randall Henderson** 503-297-5045 randallh@home.com (EAA Ch. 105, RV-6 builder, Hillsboro-Portland area)
- **Randy Lervold** 360-817-9091, randy@rv-8.com (EAA Ch. 105, RV-8 builder, Vancouver/Portland area)
- **Dave Lewis, Sr.** 503-690-8237 (EA Ch. 105, multiple RV builder, Hillsboro-Portland area)
- **Brian Moentenich** 503-666-7518, Brian.L.Moentenich@usace.army.mil (EAA Ch. 902, RV-6A builder, Portland-TTD area)
- **Mike Robertson** 503-681-5537 mrobert569@hotmail.com (FAA A&P w/IA, RV-8A builder, Hillsboro-Portland area)
- **Bill Truax** 360-582-0558 goonybrd@olympen.com (Sequim-Port Townsend WA area)
- **Don Wentz** 503-543-2298 jwentz@columbia-center.org (EAA Ch. 105, RV-6 builder, Scappoose-Portland area)



The following Home Wing members have volunteered as flight advisors under the **EAA Flight Advisor program**:

- **Dave Lewis, Sr.** 503-690-8237 (EA Ch. 105, multiple RV builder, Hillsboro-Portland area)



1/1/2002



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

**Builder's Bookstore**

<http://buildersbooks.com>

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### Best sellers for RV Builders

#### Construction Manuals + Preview Plans

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

#### RV Construction Videos

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

#### Airframe Skills

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

#### Powerplants

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

#### Electrical / Panel / Finishing

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

# CLASSIFIEDS...

Classifieds are free to Home Wing members. Ads will run for three months. Send to editor by e-mail or mail. Renewals ok, just let editor know. Date at end of the ad is last month ad scheduled to run.

## FOR SALE

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

**RV-6 Empennage** - Make an offer, Mike Graves, 503-356-1923, 2/02

**1 gallon of SmoothPrime UV**— Water-based filler/primer unused. Paid \$126 sell \$95.00 Jeff Jasinsky (360)212-8565 12/01

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

**Mitchell Analog 2 1/4" Aircraft Clock.** Has Hours/Mins/Secs plus 2 set-able markers. Works great but needs new adjustment knob - \$15. Don Wentz - jwentz@columbia-center.org - 503-543-2298 12/01

**3 Compaq iPAQ Handheld Computers.** This is the real nice 3650 model that is preferred for the Anywhere-Map software. I accidently won too many bids on eBay. 1 is fairly used and needs a cradle/charger - \$175. 2 is slightly used and looks new, with cradle/charger - \$325. 3 is brand new in the box, never been powered-up with all std accessories - \$375. I would like to sell 2 of the 3 and keep one for my own AnywhereMap use. Don Wentz - jwentz@columbia-center.org - 503-543-2298, 01/02

**EAA CHAPTER 902** is selling Air Force A-2 leather jackets to raise money for it's hanger & educational building fund. Sizes range from XS to 3XL in Dark Brown or Black. Only \$90.00 and you help your EAA chapter. Order now for the winter, Christmas, or for a friends gift. Contact Gary Dunfee 503-631-7262 gary-dunfee@earthlink.net or Jim Wasson 503-655-3301. We'll also take donations for the hanger fund and give you a receipt for tax purposes. 2/02

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

## WANTED

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

## 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

## 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.

# 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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 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.

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<b>Project:</b> RV-3 <input type="checkbox"/> RV-4 <input type="checkbox"/> RV-6 <input type="checkbox"/> RV-6A <input type="checkbox"/> RV-7 <input type="checkbox"/> RV-7A <input type="checkbox"/> RV-8 <input type="checkbox"/> RV-8A <input type="checkbox"/> RV-9A <input type="checkbox"/> RV-10 <input type="checkbox"/> (four place)	<b>Status:</b> 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"/>	<b>Newsletter</b> <b>Distribution:</b> E-mail (pdf) <input type="checkbox"/> Mail <input type="checkbox"/> PLEASE check the <b>email</b> box if you have an email address and can possibly accept the N.L. in electronic form. This will ease the burden on the editor and help save money that can be better spent on tools and such.	<b>EAA Chapter:</b> _____  <b>Payment:</b> Check <input type="checkbox"/> Cash <input type="checkbox"/> Info change only <input type="checkbox"/>
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