

HOME WING



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

A Sign of the times?



Who will ever forget this NOTAM posted at 9:40 AM on 9/11/01:

!FDC 1/9731 FDC SPECIAL NOTICE - DUE TO EXTRADORDINARY CIRCUMSTANCES AND FOR REASONS OF SAFETY. ATTENTION ALL AIRCRAFT OPERATORS, BY ORDER OF THE FEDERAL AVATION COMMAND CENTER, ALL AIRPORTS/AIRDROMES ARE NOT AUTHORIZED FOR LANDING AND TAKE-OFF. ALL TRAFFIC INCLUDING AIRBORNE AIRCRAFT ARE ENCOURAGE TO LAND SHORTLY.



MONTHLY MEETING:

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

Place: Nelson Lyons' RV-6 project
Date: Thursday, October 11th, 2001
Time: 7:00 pm
Phone: 503-692-0930

The October meeting will be at Nelson Lyon's house. Nelson is building an RV-6 and is presently working on the wing kit

DRIVING DIRECTIONS:

From I5 take the Tualatin exit, go west on Tualatin-Sherwood road until you come to Boones Ferry road, turn left at McDonald's (south) for 1 mile, turn right onto Cherry Lane (private road). House is on the second culdesac on the corner, it is light burgundy, park on the south side of the street along the curb.

Future meeting schedule:

Nov: Harmon & Marcy Lange—RV-8A
 Dec: t.b.d.
 Jan: t.b.d.

Meeting places are always needed: if you'd be interested in hosting a meeting please contact Randall Henderson at 503-297-5045 or randallh@home.com

EAA CHAPTER 105 Pancake Breakfast:

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

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: 10/18/2001

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: 10/10/2001

Editor's Hangar

Seems like every publication you read is attempting to interpret the events of 9/11/01, so I certainly won't add to the clutter here. These events impact us all, and by now we each have our own thoughts on what it all means. So be it, and enough said.

Due to a local newspaper downloading one of our newsletters from our web site and using some information in a way we did not endorse, and for other potential liability reasons, the newsletters are no longer available for public download from our web site. Back issues are still available to members only, and in Acrobat format only. Simply e-mail the editor for any back issue you might need.

Once again I'd like to appeal to those of you receiving the newsletter in b/w via regular mail to consider switching to e-mail. The box below summarizes some of the reasons. Also, even if you don't receive the newsletter by e-mail, please let me know if your e-mail address changes. We occasionally e-mail all members about time-sensitive events and I'm getting more bounces these days.

Even though the main flying activities season is winding down there's still lots of building, fixing, and upgrading to be done during the winter. Keep those articles and pictures coming!

...Randy

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) 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.

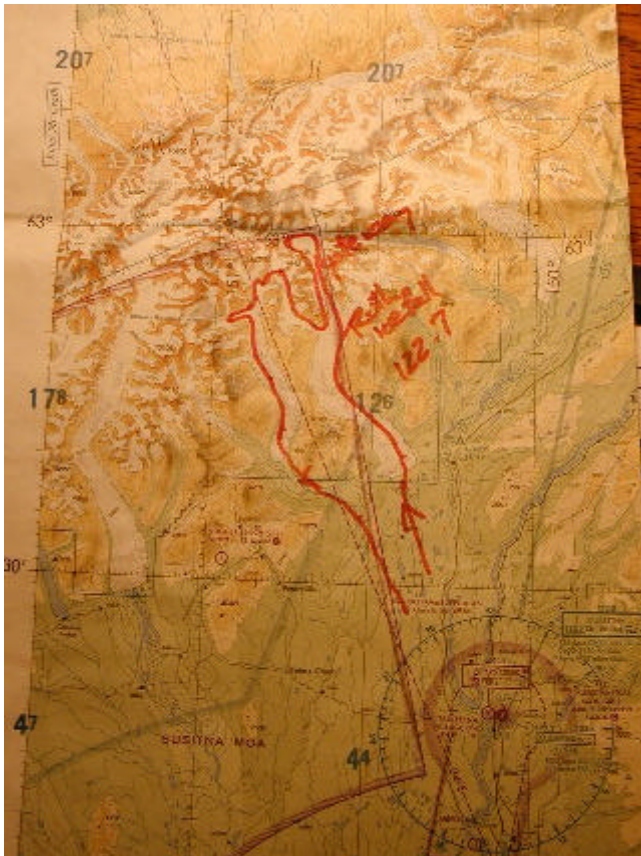
Thanks!

...Randy

Alaska's Cathedral

By Kevin Lane

After eight and nine hour days we had finally arrived in Alaska, my hangar-mate Brian with passenger Brian (BJ) Freeman in N38155, and Chris and Cheryl Lund in N823CL. The scenery and the weather had been spectacular. We had mostly been following the Alaskan highway up through BC. Cutting through the pass at Tok towards Anchorage took us past glaciers bigger than the Columbia River. Size is everything in Alaska. We hadn't seen anything yet though. Denali awaited. On our second day in Anchorage the mountain cleared off, a mostly once-a-month occurrence, and Clarissa suggested we take advantage of it. Hey, I was ready, even had a one day old 3rd class medical in my pocket, thanks to a local Dr. Tom Green, but that's another story (don't leave home without it!). We talked with a tour pilot about the standard sightseeing route, elevations, and standards for reporting our positions. This would have cost us \$230 apiece in the back seat of an ugly, yellow, beater Comanche.



The tour pilot had photos of what to expect along the sightseeing route. We had to fly up the Ruth Glacier, circumnavigate the Sheldon Amphitheatre, back down



TOP: Ruth Glacier
BOTTOM: Sheldon Amphitheatre

the glacier, and then part way down turn right between some rock columns and weave our way over to the Tokositna Glacier. When we reached the base of this glacier we would be perhaps 10 miles west of the base of the Ruth Glacier.

Pictures can't capture what it is like to fly around this mountain. We were only at 7,500', the peak is over 20,000'. This mountain is bigger than Everest. Maybe Omnimax cameras can make you feel like you're there. Remember the first time it "flew" you over the Grand Canyon? I was having that feeling, except I was in my plane, not a theatre seat, and best yet, I was in charge of the camera angles. The scale of everything is of a size never before experienced. Your brain gets jolted and warning messages begin firing. You realize that you are flying at 165 mph straight at a rock cliff, yet it is barely getting bigger. You slowly start to bank. No abrupt maneuvers are necessary. The air is dead calm. The world is traveling by in slow motion. It is surreal.



TOP: Denali Rocks **BOTTOM: Tokositna Glacier**

high. My wife is inhaling all available oxygen in the cockpit and not saying too much (probably hyperventilation!).

We arrive at the Sheldon amphitheatre at the top of the Ruth Glacier. It is huge, even by Alaskan standards. I remember this feeling before, St. John's Cathedral, NYC, with its stone columns 16' in diameter and a ceiling so high you can't see it. This mountain has that reverence also, that closeness to a higher power no doubt. Indian gods always live on mountain tops, right?

The radio chatter drops off to a minimum of announcing positions. In the awe of the mountain only "oh my god" comes to mind. We had used up all our "awesomes" several days ago in northern BC.

Chris decides to climb to 10,000' to appease his wife. I descend to 6,500' for a bigger fix. We descend the Ruth Glacier checking out the rocks to our right. We have to turn down here somewhere. When we reach the turn, it's pretty obvious, pretty wide, but not a straight through passage. Your brain says "no blind canyons please", but this looks a lot like one. I'm back in NYC, St. John's, flying between those stone columns. I shouldn't be there. A right turn, left, pass over a ridge at 500' and the Tokositna Glacier is there. The glacier feels like a freeway after the last shortcut.

I know that the trip has been worth it and we haven't even gone fishing in Homer yet!

...Kevin, N3773

(author's note – I'd have more photos but Ellen gets upset when I hold the stick between my knees and look through my camera....)

I have flown many times around Mt. Hood and St. Helens, as close as a wing length away from the snow when it is calm. You always have an out, away, downhill, in the back of your mind. But it is always you and the mountain, you circling, and plenty of free air to bail out in. Denali is way different. You are inside. The rocks there are taller than the Gorge walls. There is no bailing out to lower altitudes. I am on an adrenaline



Charred Cowls

By Randall Henderson

I have an epoxy "S" cowl on my -6, and at 75 hours I noticed some charring on inside of the cowl near where the exhaust pipes came close to the cowl. At that time I applied some stainless tape in one 8" x 8" area on the left side. At 125 hours I checked again and found that the charred area extended outside the area I'd shielded, as well as on the other side. There was also some embrittlement and blistering of the surface. It still wasn't something I wanted to take the plane down for, so I just shot the inside of the cowl with some high-temp paint (it had originally been filled and primed with PPG primer/sealer) and applied some sticky-back aluminum sheet over the affected areas, and flew for another 75 hours or so.

At 200 hours I decided to pull it off and repair the brittle areas. The aluminum shielding seemed to have done the trick, the damage didn't appear to have gotten any worse underneath where I put it on. Interestingly, in the one spot where I still had stainless steel tape, it looked like it had gotten worse, and the back side of the tape was in fact browned. I believe this to

be a function of the conductivity of the metal. The stainless, being a poor conductor, will form "hot spots", whereas the aluminum, which is a better heat conductor, dissipates the heat over its entire surface.

When I went to grind out the bad areas, I discovered that around the scoop, the foam core (normally yellow in color) that forms the border of the honeycombed area was all brown and black underneath the top surface of glass. The blackened foam extended way past the places where the exhaust pipes were closest, and underneath areas where the surface fiberglass didn't show much if any browning or embrittlement -- nearly all the way around the scoop in fact.

My exhaust system is a Vetterman system, which at the closest point is about 3/4" from the cowl (later Vetterman systems do provide more clearance). To me its not all that surprising that the areas close to the exhaust pipes would be susceptible to heat damage. But it did surprise me just how far the damage extended, to areas where the pipes aren't at all close to the cowl.

I ground out most of the blackened foam and repaired the area with epoxy resin/flox mix, and 3 layers of 9 oz cloth. I then repainted the inside of the cowl with heat-resistant paint (auto parts store rattle can stuff). And applied new heat shielding foil. Fortunately none of this extended to the outside so I didn't have to deal with redoing exterior fiberglass or paint.

Since most of the damage was in the foam core which is "hidden", I have some concern that this is a problem that is lurking and will start to show up in the



future with S cowls that haven't been heat-shielded. I don't honestly know if blackened foam even IS a problem, if the surface fiberglass is still reasonably intact. But it can't be a good thing, and as I said above, the surface in some areas was damaged as well, which is definitely something to be avoided.

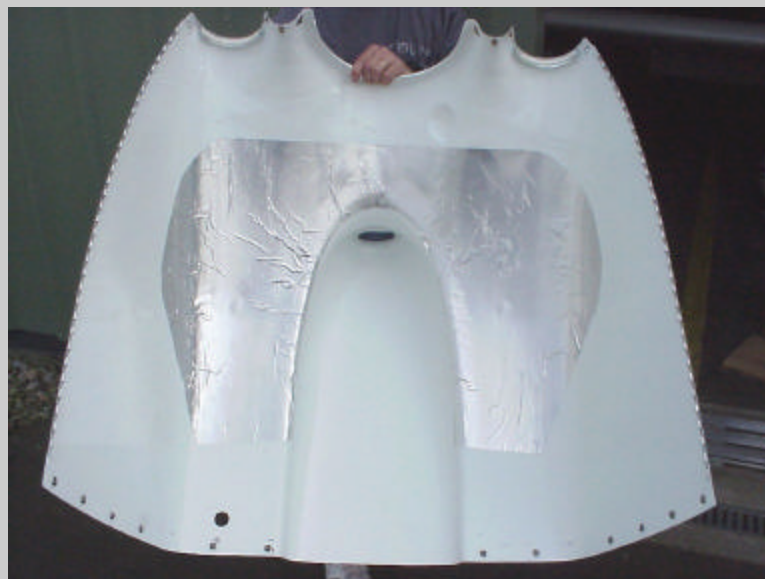
Based on conversations with other RVers, I'm not the only one who's seen this. It seems to be cropping up primarily on the S (epoxy) cowls. I reported

all of the above to Vans, and as a result of this and other reports, and Gary Graham's diligence in tracking down a source for the material, Van's now stocks heat shielding material. I'm hoping that they will (if they haven't already) investigate it further and look into the possibility of using more heat-resistant foam, but regardless of that, I would recommend that other builders use heat-resistant paint on the interior of their cowls (after filling the pinholes) and install this or some other form of shielding to protect the cowl from the heat of the exhaust. Hopefully this will help others avoid time consuming repairs later on down the line.

...Randall



Editor's note: having learned about Randall's cowl charring just before my first flight I was panicking — I had spent so much time on my custom cowl the last thing I wanted to do was see it get charred. My Sam James cowl does not have the foam and honeycomb core like the Van's S cowls. Still, if there was enough exhaust heat to char Randall's cowl I didn't want to take any chances. I bummed some of the adhesive shield from Gary Graham (thanks again Gary!) and lined my lower cowl also. My installation is very similar to Randall's as can be seen in this picture. I'm happy to report that when putting a hand on the outside of the cowl in this area after a flight it is barely warm to the touch. I highly recommend this material as cheap insurance!



Thanks to Van's for stocking this hard to find material.

...Randy

Flying Activities

Since fall is here and all the major flying events are now history for the year, we thought it would be appropriate to use this space for other things for the winter. The Flying Activities section will re-appear in the spring complete with next season's activities.

...Randall

Formation Flying, Home Wing Style

By Randy Lervold

With the increasing number of RVs in our group flying there is a natural interest in flying together. Heck, that's why we built 'em, isn't it? Once you're flying, how can you avoid the temptation to form up with other RVs and cavort around the scenic skies of the Northwest. Who hasn't watched a flyby by the Blackjack Squadron and secretly said to themselves "I could do that"? Our planes draw plenty of ramp attention, and they get even more when departing or arriving as a "flight". Of course traveling as flight is also more efficient we rationalize, and we're right. In my opinion it's also asking for an accident.

The truth of the matter is that probably any of us could fly with the Blackjack Squadron if we had the proper training and experience. There's the rub.

In the Safety Pilot column in the July 2001 issue of AOPA Pilot magazine, Bruce Landsberg, Executive Director of the AOPA Air Safety Foundation, addresses formation flying and its dangers. He describes the inherent dangers and goes on to describe several specific accidents and the events that caused them. In closing his article he writes:

"To become skilled, pilots must invest in the training and practice. A casual approach is not appropriate to this activity. Will you trust your life and that of everyone on board your aircraft to the skill of the other pilot? With proper training and practice it can be done, but don't be deluded into thinking it's a walk in the park. The record tends to indicate otherwise."

With an intense interest in formation flying myself, having seen the interest among our group, and with great trepidation about the consequences of being untrained, I arranged for a seminar during Van's Homecoming so we could get started somehow in developing our skills and knowledge. Gary Sobek from the SoCal wing of VAF very graciously agreed to take us through all the basics. After his presentation he also spent 1.5

hours in the air with Randall and me taking us through specific maneuvers. (whew, that's a lot of work)

So what kind of approach can we take as a group that makes sense? My suggestion is to establish some goals, develop a plan, and stick to the plan. I propose the following:

Goals

- To build our knowledge of proper formation flying techniques, and subsequently our skills.
- To use our group to share these techniques and skills for the benefit of those interested.
- For those interested, to fly formation SAFELY with a *zero accident rate*.

Plan

- Learn the proper techniques and build skills in a *progressive manner*. (don't try the advanced stuff before you've mastered the basics).
- Disseminate information and practice techniques together to the extent possible. When not, pass information on one-on-one or in small groups.

After searching around for available texts and teaching materials Randall and I have agreed that there are three resources we'd like the group to standardize on: the T34 manual, the NATA videos, and the FFI manual. The T34 manual (\$10.95) can be ordered from www.buildersbooks.com, the NATA videos (\$70) can be ordered by calling 360-256-0066, and the FFI manual can be e-mailed to you (.doc file) by letting me know.

I'd like to hear from those interested—does this sound reasonable? If so, let either Randall or me know and we'll get started with both ground and flying sessions.

In the mean time, please, reconsider any close formation flight until techniques and skills have been learned. Also, brief *every* flight—impromptu hookups are a bad idea. If nobody is clear on the flight plan you are inviting disaster.

Randall and I plan to spend time this winter practicing and hopefully climbing the learning progression. We will probably make at least one trip to SoCal to train with Gary and the SoCal crew. Anyone interested in joining us, either in practicing locally or in a trip to SoCal, should let us know.

Let's be safe out there!

...Randy

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 (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** 503-681-5337 mrobert569@hotmail.com (Hillsboro-Portland area)
- **Bill Truax** 360-582-0558 goonybrd@olypen.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. 106, multiple RV builder, Hillsboro-Portland area)



T.C. Story

So the phone rang the other day and it was one of our newest members, Mike Robertson, asking if I'd help him out. Mike wanted to sign up as an EAA technical counselor, which requires the signature of the local EAA chapter president or another Tech Counselor. Since Mike's actual home base is Spokane, he's not a member of a local chapter, so he was looking for a TC to sign him off. Now, Mike is an employee of the FAA. His job is, in fact, inspecting airplanes. But the EAA Technical counselor program is a separate deal, and they want a chapter president or another TC to vouch for any new technical counselors. So the next thing I know, I'm sitting in the offices of the PDX FSDO, signing a form saying that *I* think it's okay for this FAA guy to inspect airplanes. Go figure! ...Randall

1/1/2002



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

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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

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

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

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

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

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

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

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

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

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 garydunfee@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

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

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!

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 Address: _____ Work phone: _____
 City, State, Zip: _____ E-Mail: _____

Project: RV-3 <input type="checkbox"/> RV-4 <input type="checkbox"/> RV-6 <input type="checkbox"/> RV-6A <input type="checkbox"/> RV-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)		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"/> PLEASE check the email 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.	EAA Chapter: _____ Payment: Check <input type="checkbox"/> Cash <input type="checkbox"/> Info change only <input type="checkbox"/>
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