

HOME WING



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



Robin's First Flight!

(See page 3 for story)



MONTHLY MEETING:

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

Place: Dean Psiropoulis' RV-6A project
Date: Thursday, September 13, 2001
Time: 6:00 pm NOTE TIME CHANGE!!
Phone: 503-647-0472

The September meeting will be at Dean Psiropoulos' house, on Sunset Airstrip (1OR3). Dean is building an RV-6A, and is nearing completion of the fuselage skeleton in the jig. Remember when Van's Homecoming used to be out at Sunset? Those of us who miss those days can reminisce about those "good old days". Just try not to scare Dean the way some people used to scare Van, landing on the last 1/3 of the runway, running up in the taxi area and blowing dirt all over everyone else's plane, etc. Let's all be careful and courteous and not wear out our welcome at this private strip. And please read the specifics below for details on safe operations at Sunset. *Note that we will be starting the meeting an hour earlier than normal this month -- 6:00 instead of 7:00 -- for the benefit of those fly-ins who need to get home before dark. Since we usually don't get into the "group business" part of the meeting until an hour or so into the meeting, latecomers probably won't miss anything except the usual pre-meeting BS session.*

DRIVING DIRECTIONS:

By land:

From all points east: Take Highway 26 west to the Glencoe Road/North Plains exit. At the top of the ramp (stoplight) go left over the overpass and past the ARCO station. Pay attention here because just a hundred feet past the ARCO station is Beach Road and you want to take a right there. Go 1/8 to 1/4 mile on Beach Road to 316 Place (you know your in the country because there is a grain elevator on your right). Go right on 316th PL down to the 2nd to last mailbox (9875) and turn left into the driveway just before the mailbox. When parking watch for the boulder at the corner of the garage. Those who've been to Van's old prototype shop know the way, just take the driveway to the south of it.

Flying in:

Sunset airstrip is northwest of the Hillsboro airport and is on the sectional chart (Pvt). Don't mistake it for Olinger's airstrip, which is a bit more south, or the North Plains glider port which is just to the north and west (look for Highway 26 which runs just north of the strip and appx. parallel to it). Main runway is 6 and 24 which is 3000 X 100 foot grass. Note that the airstrip is just inside the HIO class D airspace and under the ILS approach to HIO. Consequently, pattern altitude is a low (500 feet) and everyone should contact HIO tower (119.3) as you transition their airspace (those coming from the west can probably sneak in unnoticed as HIO has no radar facility). Check the windsock and note that the traffic patterns are set up to avoid flying over the big town of North Plains (just north of Highway 26, that means right hand pattern when landing on RWY 6 and left hand when landing RWY 24). The east end of the runway has some tall trees and Van's old prototype shop at the end so use caution when landing to the west. The west end has no obstructions. After landing, taxi down to the east end and turn right on the short north/south taxi-way and taxi down to the hanger (actually a farm building). Dean's shop is in the garage of the single story white house adjacent to (but not attached to) the hangar.

Future meeting schedule:

Oct: t.b.d.
 Nov: Nelson Lyon RV-6 project (tentative)
 Dec: 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!)

This month: 9/1/2001

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: 9/20/2001

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: 9/12/2001

First flight of N829RW

By Robin Wessel

Whew, it felt like the I had put in more hours of work on my RV-6A in the last 3 months than I had in the last 3 years! Plenty of class W (as in Wife) clearances were required as I toiled for hours on end at the airport. I don't think I'm alone here though, as I have heard many experiences similar to mine.

I started in April of 1998 when I was but a neophyte in the aviation world with a mere 20 hours of time as a student pilot. Three years and 4 months later, I truly have transformed myself into a real aircraft builder and test pilot. The RV experience has truly provided an "education".

The first flight, August 18th, mentally felt like a bit of an anti-climax. Perhaps it is the way that I approached the fateful day that all of us builders think about almost non-stop. I promised myself that I would not rush the plane or myself into the air, instead making sure that everything from the aircraft to the pilot would be in perfect condition.

Before the inspection

A month and half before the inspection I mistakenly thought that it would take only a few days to pop the wings on and rig the controls. Boy was I ever wrong! Final assembly should be a snap since I trial fit everything in the garage before taking it to the airport. The word to emphasize is "trial" because I never did install every bolt, nut, and screw in the plane — rather, only the minimum required to hold the thing together and say "looks good." Getting the last few bolts in the spar was an experience I would compare with yardwork. I envy those who are building planes with the stubby spars. For most of the final assembly, I worked outside since I did not have full time access to a hangar (if anyone knows of a hangar at UAO let me know). Since I was outside right behind Van's facility at Aurora Airport, numerous people from across the country would stop over to talk to a "real live RV builder." It is amazing how many people come over to Van's the evening or weekend before their \$40,000 tour. BS'ing about torquing prop bolts and sanding orange peel from paint for an hour multiple times a day is no way to be productive. It is however part of the building experience and the many eyeballs and suggestions about my project were very welcome. Being next door to Van's also made it very convenient for me to pick up a few washers and screws. Some of Van's employees would stop by and check on my progress from time to time.

I asked EAA Technical Counselor Dan Benua to perform a pre-inspection before the big day. Thanks to his keen eye and RV experience he was able to point out a couple of non-aircraft techniques I used, as well as some tips on avoiding some future pitfalls that I may encounter after a few hours. Taking a belt and suspenders attitude, I dutifully performed all of the suggested fixes including all the optional ones. One area of the aircraft that I really focused on was the fuel system. I wanted to make sure that I had a reliable source of fuel. To ensure this, I completely cleaned the tanks with Avgas, cleaned and inspected the gascolator and measured the fuel flow rate -35 GPH both sides.

Using the Home Wing's superb digital scales, N829RW weighed in at a svelt 1074 lbs. A weight & balance report calculated that I could carry two 170 lb passengers, 60 lb of baggage and near empty tanks without going past the aft limit. If could do it over again, I would try to get some more weight on the nose. In hindsight, spending the extra bucks on an Odyssey battery to save 6 lbs up front was silly.

The inspection

I used Frank Sneed for my inspection as he comes very highly recommended by other RV builders. Frank was very flexible and easy to work with. He arrived August 12th with his manual Smith-Corona typewriter and forms in hand. Trying my best to impress him, I downloaded all of the forms from the FAA website and completed them on the computer. Unfortunately, Frank said "...all of the little old ladies in Oklahoma would not know what to do with them since they are not printed on both sides." I should have known since I work for a printer company (Tektronix/Xerox) and we sell almost exclusively duplex printers to the government because of the federal Paperwork Reduction Act. It turns out that the FAA is so picky about the paper work that they later kicked back my repairman certificate since I indicated my height in feet and inches and not in inches only. Frank figures that most people will get some of the paperwork wrong so he brings extra copies for the purpose.

Frank looked over my plane from spinner to tail. He said that he really appreciates RV builders and RV's since they build the planes a lot more "aircraft like" and with more care than any other group. Thanks to Dan's pre-inspection, Frank did not find anything wrong during the inspection. He did however give me some good tips on why some things are done the way they are on aircraft and some future maintenance items to watch for.



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After a couple hours of cramped writing and nervous anticipation, Frank started pecking away at his old typewriter producing a fresh pink airworthiness certificate. After a signature and a hearty handshake the FAA had blessed N829RW as “airworthy”— I unfortunately, was not. A trip to Mike Seager’s was next.

Training

Due to scheduling constraints, I was unable to get transition training from Mike Seager until after I got my airworthiness certificate. For those who have not experienced the talent of Mike, you are missing out on what are probably the best flying hours an RV'er can have in their logbook. Being a relatively low time pilot (130 hrs) and having only time in 152's and 172's the transition was like moving from a bicycle to 1000cc crotch rocket. I have never experienced a plane that puts you up to pattern altitude when you begin your crosswind turn. Old Blue the factory RV-6A trainer, took about an hour to get the hang of mostly due to the incredible RV performance. After about 3.5 hours I felt as comfortable in the RV as in a 152. The two things that took some getting used to was the low nose relative to the horizon and the sensitivity of the pitch controls. Unlike a Cessna 152 that you can yank and horse around, It hardly takes any control input to climb 300 ft in a blink of an eye.

After three productive sessions with mike, we both felt comfortable with my ability to fly an RV safely. I would never have considered flying my RV without training like this.

The first flight

Weeks of continuous sunny days broke with the threat of low (at least for first flight standards) ceilings on the morning of August 18th. Luckily for me, the FAA forecasts were wrong, resulting in high broken ceilings on the morning of the big day. I packed all of my equipment and fueled the airplane the day before so there would be no rushing in the morning. I asked to have a small crew present that included only pilots and spouses so the pressure would be kept to a minimum. In addition to the supportive crew, I mounted a video camera in the baggage compartment and had two other cameras rolling for the big event.

Frankly, the first flight was a real non-event. I felt completely calm and focused since I performed the same flight just the day before. I could still hear Mike Seager's voice in my head as flew my flight card. My plan was to fly above the pattern at 3,000-4,000 feet, do some turns, slow flight, descend, and re-enter the pattern for a normal landing. The flight went perfectly except for two small problems: First, because I was playing with the avionics so much prior to the first flight, I drained the battery down considerably. This resulted in a tripped over volt breaker due to the high charge rate needed to recharge (I had to jump the plane later to get it started for the 2nd flight). Second, when I plugged in my headset I mistakenly inserted it into the passenger jacks rather than the pilots (I installed the headset jacks in the center rather than the sides). This condition allowed me to key the mike but not talk. Luckily, my ground support crew was able to speak on behalf and alert traffic during the flight.

(Continued from page 4)

The flight ended uneventfully 25 minutes later with what my ground crew said was a greaser landing. I will take some credit, but felt I flared a little too high. After taxiing back and going through usual congratulatory moments, I de-cowled the plane. The engine inspection revealed no oil leaks or loose parts.

Comments from the first 4.2 hours-

- Chafing cabin heat box on muffler on cowl: I installed heat tape against the cowl fully expecting the muffler to hit the cowl. A quick adjustment of the brackets fixed the problem.
- Yaw about 2/3rds of a ball width off-center: Installed a temporary trim tab with double stick tape to fix the problem. Will install a permanent tab later.
- In the 4.2 hours, the AeroSport 0-320-D2A has virtually burned no oil. Oil temperatures however are running on average about 195 degrees, 15F higher than ideal, in cruise. I am not sure if this is an engine break in issue or not. I will be monitoring the temperatures, although anywhere from 165-220F is OK according to Lycoming.
- A slightly heavy left wing turned out not to be problem but rather a "duh" as I later realized that as Pilot I sit on the left side.
- The vacuum regulator does not regulate very well. The gauge is at about 3.5 in at 1700 rpm and over 6 at 2500 RPM. The regulator is the one provided in the Rapco vacuum kit. Further investigation will be necessary.
- Strobe noise in headset: this was easily fixed with a \$5 noise filter from Fry's attached to the strobe power leads at the bus.
- Slipping seats: my homemade seats were not attached in any way making them slip out very easily. A few yards of Velcro fixed the problem

Special thanks to all of the people who helped make my RV project successful, especially my patient wife, Stephanie. So to all of those still building, remember the journey is as important as the maiden flight. I hope that your first flight will be or was an anti-climax like mine! Note: check out the video of my first flight on my web site at <http://robin.getbiz.net>

...Robin, N829RW

Cross Country to Oshkosh

- or -

"What I Learned On My Summer Vacation"

By Dan Benua

Sun and I jumped into the RV last month for our second pilgrimage to Oshkosh, a.k.a. AirVenture 2001. We were old hands this year; we knew the best place to camp, how to find the edible food, and how to make our feet last as long as possible. The show itself was great. After a day of muggy weather and thunderstorms, a front passed and the rest of the week was cool and sunny. We gawked at many beautiful and unusual aircraft, attended educational forums, and covered our ears as military jets made full after-burner flybys. Best of all, we talked to dozens of other airplane nuts; nobody you meet at Oshkosh is really a stranger.

The biggest "AirVenture" of the trip was just getting there and back. Though we fly frequently, most of our experience is within a couple of hundred miles from home. Flying long distances, over unfamiliar parts of the country, provides new learning opportunities, and this year we found quite a few. This stuff may be old-hat to some of our road warriors (E.g. N3773) but us newbies are still learning the fine points.

Even in the summer, weather strategy always plays a role in route selection. On the trip out, we chose the southern route over Boise, ID and Rock Springs, WY. Thunderstorms and tornadoes were forecast further north in Montana. Though conditions were good VFR to our overnight stop in Rapid City, SD, we were subjected to several hours of moderate turbulence. In most RV's (and certainly in our RV-6A) the standard four-point restraints are designed to protect you in a frontal crash, not to keep you from bouncing up and down on the seat. In my opinion, a 5-point harness is a must-have and should be standard on all RV's. The crotch strap (working with the shoulder harnesses) holds you down in rough air and prevents your head from banging against the top of the canopy. If you are still building, remember to create anchor points just behind the control sticks. You'll be glad you did.

The leg from Rapid City to Oshkosh was complicated by widespread thunderstorms in Minnesota, Wisconsin, Iowa, and Nebraska. Advice from Flight Service lead us to choose a route up to Saint Cloud, MN, then down through Eau Claire, WI. Getting a telephone briefing in unfamiliar country is always an adventure. Even if you have studied the charts, the briefer invariably tells



you about weather in places you have never heard of. Though I like to carry Sectional Charts because of the details they show, we also found it valuable to have a large-scale national planning chart (such as the JNCA-5) to help with route selection and interpretation of weather briefings.

Many of the FBO's we visited have a DTN machine or some other type of computerized weather data display. It's definitely worth the time to learn the rudiments of operating these things. Often you can find a local pilot who will show you the ropes. When picking your way around areas of thunderstorms, there is no substitute for studying the live animation radar images you can get from these machines just before you launch. We



were able to track the progress of storm cells moving across Minnesota and Wisconsin and time our flights so that the bad stuff was where we weren't. From the cockpit never saw anything worse than 3000' overcast and light rain showers.

One of my favorite tools for cross-country travel is the Flight Guide. The airport diagrams and data on frequencies and services are just what you need to prepare for landing at an unfamiliar field. On this trip we were reminded several times that Flight Guide information can be out of date. At EauClaire, the CTAF frequency was incorrect (it was also wrong on the Sectional Chart). Fortunately a helpful soul

gave us the correct frequency in time to resolve a conflict with a turboprop commuter in the pattern. At Rock Springs, the listed restaurant was closed on the day we arrived. Several places had new AWOS frequencies, closed runways, and other changes that could turn out to be important. The Flight Guide is great, but you definitely need to cross-check it against current charts and NOTAMs before flying into unfamiliar fields.

Another gotcha is that Flight Service only gives NOTAMs for your planned destination, unless you specifically ask. If you change destinations enroute, which you will, you might be missing important information. We stumbled into this trap on the return trip when we decided to stop at Jackson Hole, WY. The flight into the

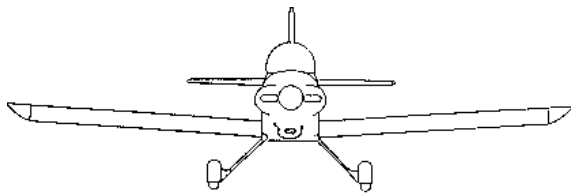
Tetons from the east is spectacular, but our awe turned to dismay when we realized that the valley was choked with smoke from nearby forest fires. There were tense moments as we listened to the Jackson ATIS report visibility of 3 miles in smoke and list coordinates for multiple temporary flight restrictions close to the airport. Without GPS we might not have been able to find the runway. Had I been a little smarter, a call to Flightwatch enroute would have given us this information before we headed up into the high country.

Speaking of GPS, there is no question that it is addictive. We use it on every flight and love the precision and reliability. But depart-

ing Nampa, ID on our way back to Hillsboro I was somewhat surprised when the magic box started reporting a ground speed of 47 kts and a track wandering somewhere off to the left of our course. After several minutes of head scratching and button pushing, I gave up and turned the thing off. We were suddenly back in the dark ages of basic pilotage, with a little assist from VORs. An hour later I was able to revive the thing and get reasonable information to come out. It was only two days later that I learned that a GPS spacecraft had gone bonkers and was sending out bad data. This caused all GPS boxes receiving that particular satellite to give erroneous guidance until ground controllers were able to shut it down. Once the bad satellite was out of the mix, navigation returned to normal. Yes, even the best technology can and eventually will let you down. When it does, you'll do well to have some idea of where you are and how to get where you are going without electronic aid.

All these challenges just add to the satisfaction of piloting your own plane to new destinations. The RV is a great cross-country machine, but those long trips do take a little more preparation and caution than just bombing around locally. I'm already looking forward to our next vacation and thinking "where to next?"

...Dan Benua



Tech Tips

Trick Bucking Bar

By Randy Griffin



Sometimes you need a long bucking bar in a place where you simply can't get a long bucking bar. I had such a need recently when replacing the rear wing spar doubler plates on my RV-8. Enter the Binford 3000 assemble-in-place bucking bar. We inserted the pieces into the wing through the rib lightening holes, assembled it, and with the aid of an inspection mirror successfully bucked the doubler plate rivets.

Of course having access to a machine shop helps with this sort of thing. If you need to buck some rivets in a tough spot where only such a bar could be used just let me know, a loan could be arranged.

...Randy G.

Straight Wings

By Bill Truax, EAA Technical Counselor

I recently was helping a friend put the wings on his RV6 and we had a hell of a time getting the wings square and the sweep out or the leading edge straight. The end result after a days worth of head scratching was that he had never heard of squaring or trammeling the fuselage jig by equal diagonals. As a result , his fuselage is 5/8 " off c/l at he tail . This may or may not be an issue when he flys it ,but he's going to always be aware that he machine is not true. Squaring the jig is really pretty basic by a lot of our standards but , some people may come from such a background that it's something they would never consider.I think that by the time some one is reading your newsletter that they would have been exposed to enough group input that nothing would go amiss ,but this fellow moved to this area from socal and had a lot of help from a lot of experienced builders, but a simply little carpenter trick slipped by and he has a crooked airplane.

...Bill Truax

Flying Activities



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

The summer flying season is winding down, but there are still plenty of flying activities to come before the bad weather sets in. Most notably Van's Homecoming. Be sure to get together with Ed Hicks or Randy Lervold if you want to participate in a Home Wing aerial group photo shoot. Also try to help out with the Oregon Air Fair by showing your plane, and consider giving some of the 99s' spouses some rides during their meeting. All the details in the table as usual. See you in the air!

...Randall

Date	Event	Description	Contact
Sept 1-2		Van's Homecoming. Ed Hicks will be back to do photo shoots, and we're hoping to get a few Home Wing planes together for a group shot. Ed Hicks will also be available for more "personalized" photo shoots the following week, so if you want to, say, get some shots over the mountains, the gorge or the beach, be sure to talk to Ed about it.	Ed Hicks or Randy Lervold
TBD		Is 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
Sept. 13-16		Reno Air Races. Brent Anderson, Bob Nenuer, and John Porter are all planning to go. Anyone else?	No one in particular. Call one of the people listed at left if you want to try to fly together.
Sept. 14-16		Display aircraft needed for the Oregon Air Fair , Sept. 14-16. This is a good opportunity for us to show off our RVs! Interested individuals should contact Dennis Meyer (contact info at right)	Dennis Meyer 503-665-1255 dnmeyer@eastwindnet.com
Sept 22		The Columbia Cascade Chapter of 99s is hosting their Northwest Sectional Meeting the weekend of Sept 22nd. Husbands have been invited but the meeting itself is "women-only". Marcy Lange has scheduled an outing for the husbands of the 99s attending this convention, including a tour of Van's and RV rides. RV pilots are needed to help Marcy give rides to these men. Give her a call if you can help.	Marcy Lange marcy@langair.com 503-397-1478
TBD		Camp-Out. Okay, who's up for going to Wenatchee Lake or Tieton Lake WA or Red's Horse Ranch, in September. Please contact Randall and we can try to nail it down.	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

Flying Activities

SPECIAL HOMECOMING 2001 ACTIVITIES

Air-To-Air Photos

Ed Hicks will be available again this year to shoot air-to-air pictures for RV owners. Details will be available throughout the weekend, a sign-up schedule will be on the notice board and coordinated by Ken Scott.

- Cost will be around \$50 per sortie. This will cover the photo shoot and film, and owners will receive a selection of the best pictures from the shoot. Additional prints can be ordered from Ed.
- Good formation skills are required to keep things safe, we hope to have one or two formation coaches available throughout the weekend.
- To check out Ed's work see the current Van's Calendar, or follow this link: www.metronet.com/~dreeves/rv_travel/EdHicks/EdHicksRVPhotography.htm



Special Home Wing Photo Session!

Ed will be in town into the following week and we are trying to arrange a special Home Wing session where individual shots will be taken, and some Home Wing group shots attempted. Randy Lervold will be coordinating this session for either the Saturday September 8th or Sunday the 9th. Please let him know if you are interested so we can gauge interest. If there is little interest then those wanting shots should schedule a session during the Homecoming.

Again, if you are interested in the special week-later session please let Randy know. He can be reached at randy@rv-8.com or 360-817-9091 and will be around the Homecoming Saturday and Sunday most of the day.

Formation Flying Seminar

With the increasing number of Home Wingers actually flying now I have noticed considerable interest in formation flying. Heck, it's only natural for us to want to fly places together, and going in formation can be both fun and efficient. The problem is that formation flying can also be extremely dangerous. As one who is interested in building formation skills, and in flying with others who have also developed their skills, I have contacted several potential sources of training on behalf of the Home Wing.

RV-6 builder/flyer Gary Sobek has taken the lead for the SoCal Wing of Van's Air Force in coordinating their training and activities. In doing so he has been signed off by Stu McCurdy of FFI and received his "card". Gary has agreed to help us with three things: one, to put on a seminar at the Homecoming to discuss formation flying and how they have successfully developed their group in SoCal. Two, to spend some time coaching as time allows, both during the Homecoming and possibly later. And three, to distill all the various information available into a learning progression that we can follow in safely building skills. Stu McCurdy will also do a presentation on FFI if he makes it to the Homecoming (grandchild due to enter the world). Consequently I'm pleased to announce the seminar where we can get started, gauge interest, and plan from there.

What: Formation Flying Seminar
Where: Van's Aircraft hangar
When: Saturday, September 1st, 12:00 no on
Who: Gary Sobek, and Stu McCurdy (tentative)

If Gary encounters weather trouble getting here then we will move to the same time and place on Sunday. If you have any interest in this I encourage you to attend. See you 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@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. 106, multiple RV builder, Hillsboro-Portland area)

Hey CFI's, get involved in the Flight Advisor program!



1/1/2002



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RV-8/8A	54.00	RV-9A	54.00

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Sheet Metal Tools	\$19.50	RV-6 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.

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

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 - \$250. 2 is slightly used and looks new, with cradle/charger - \$400. 3 is brand new in the box, never been powered-up with all std accessories - \$450. 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

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

WANTED

RV-4 Wanted— am looking all over the place for a decently constructed RV-4 with an 0-320 low-time and have not found one yet. I am in the market with a fistful of cash.. any and all leads would be appreciated. Jim, arg1@capital.net, 8/01

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!

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

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