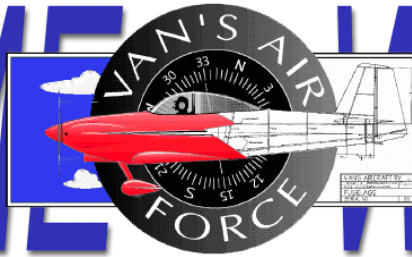
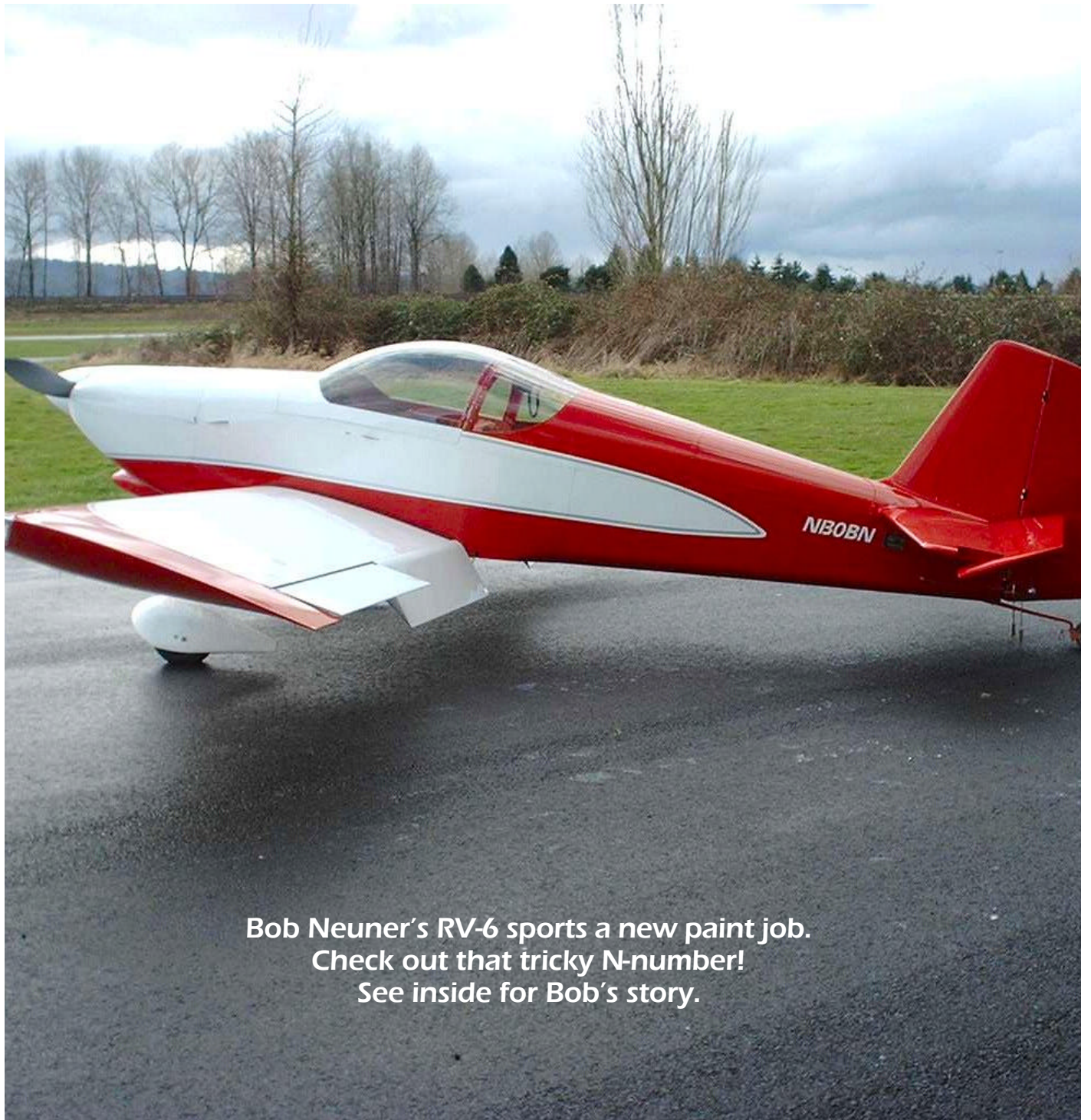


HOME WING



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



Bob Neuner's RV-6 sports a new paint job.
Check out that tricky N-number!
See inside for Bob's story.



Events Calendar

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

MONTHLY MEETING:

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

Place: Bill Drake's RV-6A
11313 NE 169th St.
Battleground, WA
Date: Thursday, April 11th, 2002
Time: 7:00 pm
Phone: 360-687-1698

The April meeting will be at Bill Drake's place on Parkside Airpark in Battleground, WA. Bill hangars his RV-6 there which is flying, and he also has an RV-6A project, on which he's just starting on the fuselage. There are a number of other RVs close to Bill's place -- some underway, some finished. So this would be a good meeting to come early to and wander around and check out the other planes and projects.

FLYING IN

Parkside is a 2100' strip, located 4.4 NM on the 001° radial from the Battleground VOR. Due to the proximity of Goheen field to the NW, patterns should be flown to the south. Plan to land to the east/take off to the west in low wind or no wind conditions, due to trees off the east end of the runway. CTAF is 122.9. This is a private airstrip and we are guests there, so use at own risk, etc, and *please* fly neighborly!

DRIVING IN

Going North on I-205: Take Battleground, Orchards off-ramp. Follow S.R. 503 (117th ave) approximately 2 miles north of Battleground, 0.5 miles past Lewisville Park bridge, turn left (west) on 269th st. Bill's is the 7th house on the left side (cedar log home).

Going North on I-5: Take the Battleground off-ramp at 179th st., follow n.e. 107th ave. north for 2 miles, turn right at Duluth (4-way stop). Take 502 approx. 5 miles going east to Battleground. Turn left at S.R. 503. Go north approx. 2 miles. 0.5 miles past Lewisville Park bridge, turn left (west) on 269th st. Bill's is the 7th house on the left side (cedar log home).

Future meeting schedule:

May: t.b.d.
June: Annual Fly-in, Scappoose
July: Joe Blank RV-6
Aug: 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@attbi.com

EAA CHAPTER 105 Pancake Breakfast:

First Saturday of every month at Twin Oaks Airpark, 8:00 am, \$5.00 (usually lot's of RVs to look at too!)
This month: 4/6/2002

EAA CHAPTER 105 Monthly Meeting:

Third Thursday of every month at the EAA 105 hangar/clubhouse, Twin Oaks Airpark, 7:00 pm. www.eaa105.org for details
This month: 4/18/2002

EAA CHAPTER 902 Monthly Meeting:

Second Wednesday of every month, Mulino Airport in the OPA building. Info: Bob Boring at 503-661-7627
This month: 4/10/2002

Newsletter Delivery

We 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 e-mail delivery 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 and wouldn't want to overlook anyone. Thanks!

...Randy

First Flights & Other Happenings

We have two first flights to report: **Gary Dunfee's** plane took to the air for the first time on March 23rd, with Mike Seager doing the honors. Don't have a report yet except that it flew fine (no surprise there.) **Robert Boring's** plane left the nest the very next day, Sunday the 24th (again, with Mike at the stick). Mike reported, "Right wing a little heavy, needs a small trim tab, otherwise no problems." In other words, an entirely normal first RV flight. Congratulations guys!

In other news, **Brian Montenich** was spotted last week in his hangar at Troutdale, re-hanging his freshly overhauled (by Premier Engines) O-320. And **Brent Anderson's** plane is in primer in Craig Roberts' paint shop, so it shouldn't be long before it emerges with its new paint scheme. About the paint scheme, Brent says "All I know is, it won't look like any other RV you see sitting out on the flight line!"

N130BN: The First Year, And a Paint Job

By Bob Neuner

N130BN first flew February 7th 2001. It flies so well that I couldn't bring myself to finish the little details delayed to "...just get flying!" I've put nearly 200 hours on it the first year "...'cause I just couldn't stop flying!"

This paint job was to be the last one done by Steve Smith of Kelso, WA. He is a great guy and a great painter. His father painted aircraft in Troutdale for many years and Steve was raised in the painting business. I had been bugging him to paint my plane for months, but I always had "just a few more things to finish up" before I'd turn it over. When I felt I was finally (almost) ready, Steve told me that he just had the gas turned off for the furnaces, the building was rented the first of February, and he was out of the business.

Now anyone that knows me knows that I have never been above sacrificing my dignity to get a good deal, and Steve does great work at a reasonable price. After

(Continued on page 4)



(Continued from page 3)

an appropriate amount of groveling, he agreed to do this one last job. There were certain conditions. Since he was starting a full-time job, I was to do the disassembly and reassembly and we would have until February first to get the job done.

It was Thursday, January 10th and I took the day off to fly the 40 miles to Kelso. The weather was terrible, and I had my first unplanned "gyro" time of my life. That's another story for another time. The weekend was no better so I gave up and looked to the next weekend. Steve said he would be patient, but if I didn't get the plane in his hangar by the 19th there wouldn't be enough time to do the job. The weather cleared just enough the next Sunday afternoon to make the flight. Kevin Lane gave me a ride back to HIO that day, so thanks Kevin!

Steve and I spent every night after work for the next ten days, until 11:00 pm and all weekend the following week prepping, priming, masking, and painting. It also snowed nearly every night on my drive to his shop. There was still no gas for heat so I provided two forced air (salamander) heaters churning out 500,000 BTUs. We had to be careful not to run them too long since they also churn our vast amounts of water into the air. Not good for paint.

There was no time for the niceties. One wingtip had to be chopped up pretty good to make it fit during construction and still wasn't ready. Off it came. I plan to convert the wheel pants and gear fairings to the newer design, so they were masked off to be done later. Steve had to work overtime several nights, so I pulled off all of the control surfaces myself and did the majority of the masking.

I'd been playing with the paint scheme for several years. I wanted something that looked a little "retro", not so wild as to get cliché after the first year, and was, at least partially, red (red being the middle age guy's "last grasp at youth" color). I always liked the shape of the cove on the early Corvettes, so Steve did his best to reproduce it on the side of the RV6. He worked from pictures I took at last years "Hot August Nights" in Reno (put this year's on your flying calendar). It wasn't easy to reproduce since the surface shapes are so different, but I think he did a great job.

Steve also explained the entire process to me as we worked. It's a fascinating operation and if there's interest, I'll describe it in a future issue. The paint is a "base-coat/clear-coat" process. One of the first requirements was to use a paint that could be touched up easily. This is an experimental aircraft and I expect to do a lot of experimenting and repainting. He said that this process is the most forgiving.



The red color is actually used on Mack trucks and the white is the brightest we could come up with. A silver metallic stripe was used to offset the colors. It was masked off after the canopy was removed. There wasn't time to replace the canopy and mask it off to match the stripe on the fuse, so that will be a job for a rainy summer afternoon.

Steve and I discussed the fact that there are very few aircraft painters in the business today and more home-builders needing paint. It wasn't enough to convince him to keep his shop open, but he did say he would be willing to come to a builders place to "shoot" the paint if the owner would do all of the prep. You'll need a place that's fairly clean and there is no danger of damaging other people's property with over spray. If you're interested just contact me and I'll put you in touch with him.

...Bob

How Do You Spell Relief?

By Kevin Lane

I don't actually remember what put the idea in my head originally. Maybe that breakfast in Prineville with Jon Johansen, but I got the urge to try some long distance flights. Betting it all against the winds and the Pacific Ocean didn't appeal to me as much as flying over land and landing early should the numbers not work out. That's when I thought I'd try a coast-to-coast non-stop flight in my RV. A real one, like Astoria to Kittyhawk, not a San Diego to Houston short-cut.

One of the first questions that arises is always "what do you do when you have to, you know, go?" A little research told me that military pilots wear a tube. I couldn't find anyone who could tell me where the tube actually ran, but they have a tube. Maybe it exits out your pant leg, maybe it plugs into the seat, I don't know.

And how does it, you know, hook up? No one seemed to be talking but I guessed that a medical supply house might know. So I stopped one day at this place on Burnside that I had driven past thousands of times. They have the portable commodes and electric carts in the window, and displays of different kinds of canes and other stuff you not only don't know about, but kind of sense that you really don't want to know about! So I walk up to the main desk, and explain that I don't really NEED this stuff, but, I'll be making a long flight, no, in MY plane, not a commercial flight, and, no, my plane doesn't have a bathroom, and, umm, the nice lady says "wait a minute" and leaves.

Remember back in high school when the condoms weren't displayed and you had to ask for them? Why am I feeling this way? I've been married for twenty something years. The lady comes back. She obviously isn't having any problems with all of this. She isn't laughing or even smiling. She hands me this round piece of cardboard with different sized bites taken from it. "I'll need to know what size you are" she says, and then immediately adds "you can go into the restroom or take it home and come back". What size am I? Wow, like I wouldn't dream of asking her what size bra she wears, and she wants to know what size I am, in metric no less. There is a huge range available. I truly hope they make these things for children because I may not be well endowed but the small size fits my little finger. So I chicken out and say that I'll come back later, wishing I had the guts to just start unzipping my pants right there.

My wife was quite amused, apparently enough to repeat the story at her all-women book club meeting that night. The three hospice nurses in the group get a big kick out of it.

Meanwhile, that same evening I go to PDX and pick up an old girl friend, Anne, who I haven't seen for many years. She is at the brink of divorce and wanting to just get away for a while. Everything is going cool, but still in that awkward conversation stage having not seen each other for so long.

So Anne and I are sitting in the kitchen attempting to chat when Ellen gets home from book club. "Oh, hi Anne", "Kevin I've got a present for you." "Great", I think, the book club usually has a dessert, good ones, like Helen Bernhart cakes, and often there's an extra slice that comes home for me. Ellen takes the cake box and inverts it over the table. Pouring out comes half a dozen external male catheters, plastic leg bags, hoses, and ointments. It turns out that the hospice nurses use this stuff every day and when they heard my story they rummaged around their car trunks and came up with a real grab bag, "wait a minute, I found a medium", "I've

got a small and a large...". Anne says "you know, I was wondering what we were all going to talk about, but would have never have guessed this!" She must have been thinking "at least I didn't marry a guy with faulty plumbing".

So what do I have? It's easy. They call them male external catheters. They're heavy-duty condoms with a fitting that plugs into a plastic hose. There's a clamp to shut it off which will prevent backflow. I put a nylon bulkhead fitting through the floor. I have done the plas-



tic baggie thing and it's scary. What is the G rating for a baggie of, umm, water? How waterproof are baggies? You sure? Then, after you land, what do you do? You carry it to the restroom, empty it, dispose of the bag in the trash I guess. That's kind of nasty. You wouldn't urinate in their trash can, but you just did. I prefer just getting rid of it now, once and for all. It takes the oil off the belly too.

...Kevin

Editor's note: Kevin is serious, he is planning on the flight he describes during 2003 and is presently constructing a long range fuel tank to fit in his pax seat. I've encouraged him to write about the venture, and also suggested that Home Wing members might be interested in assisting with the mission in various ways. This kind of endeavor requires lots of logistical support, perhaps we can get involved.

The Siren Song of the Complicated Airplane

By Don Wentz

Let me begin with an excerpt from a Rod Machado column in the March AOPA Pilot that really struck a chord for me.

"My long-ago acquaintance, Phil, is a good example of a person for whom flying was no longer fun. I remember Phil as a good pilot with a soft touch and enviable coordination. His confidence in the airplane was about as obvious as the antennas on a Russian fishing boat. Phil loved to fly. So, with private certificate in hand, he began a series of aircraft purchases. Starting with a Cessna 172, he moved up the ladder to a Cessna 182, then a Cessna 210, finally topping-out his ownership with a twin-engine Cessna 310. For a few months I'd notice that Phil's 310 came to rest in it's spot and there it stayed, it's inactivity betrayed by industrial sediment that dulled a once-proud shine.

I happened to cross contrails with Phil a year or so after he stopped flying. As I recall, the conversation went something like this:

Rod: Phil, I can see you haven't been flying much.

Phil: Well, blah, blah, blah... excuse, blah, blah, blah... another excuse, blah, blah.

Rod: Phil, you know what I think? I think the airplane is a handful for you. I don't think you are having fun flying it.

Phil: Blah, blah, blah... yeah, I think you're right.

It turns-out that Phil bought an image, not an airplane. Of course, this doesn't apply to everyone who buys a bigger, more complex airplane, but it did apply to him. He liked the way the airplane made him look. He didn't, however, like the way it made him feel. That extra engine, those dials, the machine's size and speed, all combined to deplete his enthusiasm for flight. His joy became a burden. Flying ceased being fun."

This certainly isn't true for everyone, especially RV pilots in general. I've met Lancair builders who went from the proverbial Cessna to a retractable C/S high landing speed Lancair and basically were afraid to fly them. Flying them was a stressful effort, not fun.

In my case, I've added the C/S and other things to my RV-6, mostly because so many folks said "I had to have them". You know what I have realized? I really did

NOT "HAVE TO HAVE THEM". The prop is a significant expense, it adds more controls to the act of flying, it increases maintenance needs and costs, and it ruined the balance and light feel of my RV. Personally, I found the advantages of the C/S were less of an improvement than the disadvantages were a detraction.

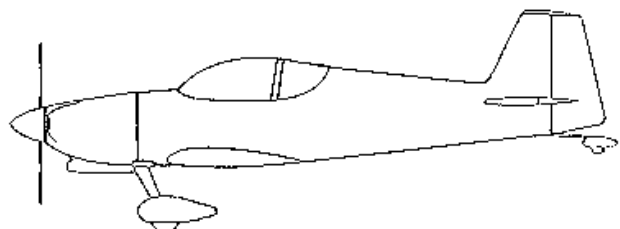
For me, the joy of the RV is it's sweet handling, simplicity of design, ease of assembly (relative ;-), low cost, and just sheer joy of flying. Every extra doo-dad and 'must have' item you add to it CAN affect the qualities that I found most enjoyable about the RV aircraft.

I'm not saying there is anything wrong with putting everything including the kitchen sink in your RV as is the trend these days. If that's what's right for you, then do it. What I am offering is an alternative back to the original idea of the 'sport' aircraft. Build the thing as simple and light as you can and enjoy the sheer fun of flying it. It will cost tens of thousands of \$\$ less, it will be flying sooner, it will be much easier to annual, there will be fewer things to go wrong, you will have more \$\$ for fuel, and you will really enjoy the true handling capability of the RV aircraft.

One thing my experience has shown me is that it seems like MOST RV builders end-up either modifying and changing their RV after it has flown for awhile (although not usually prior to the first annual like Randy L.! ;-), or selling the first and building a whole new one. That's great, part of the beauty of homebuilding. The point is, you don't have to put every damn thing in it the first time around!! Try it out for awhile, take the time to really make sure that you NEED or would actually use that doo-dad, then add it later. History has shown that there is a very high probability that you won't 'get it right the first time' and will want to modify things later anyway. An added benefit to this is that you will likely have recovered from the financial disaster that the last year of building usually is by the time you want to make those changes.

Just some food for thought. Regardless of which way you go, just build it, it's great!

...The Duck



Flying Activities



Flying Activities Coordinator:

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

I'm sure all of the "Flying" Home Wing members have performed your condition inspections, taken care of all those little maintenance issues you put off until winter, and gotten your plane all spiffed up during the "winter flying lull", right? So now its time to gear up for some spring and summer flying! Get your calendar out and start making plans.

April 7-13th: The first major fly-in is Sun-N-Fun, Rob Hickman is planning on going (via commercial airliner, to promote his new color engine monitor.) And of course Van and crew will be there. www.sun-n-fun.org.

May 11th: Still remembering what it is like to be a builder, and knowing what a boost it can be to get a ride in a *fly-ing* RV, Randy Lervold is planning on a **Builder's Motivation Day** during May. Look for an announcement next month, but basically everyone would meet at SPB and Home Wingers who are flying would be asked to give rides to legitimate Home Wing members who are still building. Current membership and an active project will be required for a ride. If you are flying and would be willing to give a couple of rides please let Randy know as he is compiling a list... randy@rv-8.com or 360-901-2150.

June 8th: The Langley Aero Club and VAF Canada Wing are getting together to put on an RV Fly-In up at Langley BC, just across the border from Blaine WA. There will be camping on the field, seminars by the likes of Bart LaLonde and Eustace Bowhay, food, fun, and lots of other good stuff. They're hoping to get a good showing from their US neighbors, so let's not disappoint them! Randy Lervold and Randall Henderson are planning to go, and the word from down south is that Gary Sobek and Paul Rosales and probably some others from the SoCal wing will be coming up. We will likely muster all ships at SPB, watch next month's newsletter for details. Should be a good time! Contact Tedd McHenry, (604) 574-4764, tedd@mchenry.ca, www.vansairforce.org/CYNJ

June 15th: Of course the following weekend, June 15, is our own Northwest RV Fly-In at Scappoose on June 15. Don't forget to sign up to help out! Don Wentz, 503-543-2298, jwentz@columbia-center.org.

June 15-16th: Several of us will again be taking off from our fly-in to head up to Salmon Arm and **Salmon Arm Flying Club's Father's day event** on June 15-16. Check the next few months' newsletters for more on that as well as an update on the requirements for flying into and out of Canada. We'll be camping on the field which has nice amenities.

July 6-7th: After what happened last year at Jackpot, it may be a little tough for some of us to think about going back there again. Nevertheless, a few of us are planning on giving it a go, and I think Gary and Mike would have wanted it that way.

July 10-14th: EAA Arlington is July 10-14, so put in for a couple of vacation days and plan to come up and join those of us who like to arrive during the week camp under our wings at that fun grass-roots aviation event. www.nweaa.org.

July 25-29th: Oshkosh of course, and this year is their 50th anniversary. If random conversations with other Home Wingers are any indication, they will see a good RV turnout from this part of the country. www.airventure.org.

August: That camp-out I've been hoping to put together for the past several years is still on my mind – I've pretty much settled on Red's Horse Ranch, sometime in August. Anyone who's interested in that (and isn't too worried about chipping their paint on a dirt and rock strip), get in touch with me and we'll see what works for a date. (503-297-5045, randall@edt.com)

Here's looking forward to another great flying season!

...Randall

EAA Technical Counselors & Flight Advi-

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

- **Dan Benua** 503-621-3323 danb@synopsis.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)



Fly-in Staffing

We still need leaders for several functions! C'mon, step up and get involved. You can reach me at 503-543-2298 or jwentz@columbia-center.org.

...The Duck

Team	Leader	Description
Setup/takedown		Includes arriving early to round-up picnic tables on the field. After the event return tables and haul garbage to dumpster.
T-shirts	Mike Wilson	T-shirt design, procurement, and sales. There is much experience here, no need to re-invent the wheel. See Randall Henderson and Dan Benua for quantities and suppliers.
Food	Janet Wentz	Food planning, purchase, setup, and cooking. Randy Griffin, can you bring the bbq again?
Aircraft parking		Aircraft parking, including assisting a/c on and off of taxiways
Auto parking		Auto parking, including keeping driveways clear for emergency vehicles and local airport users.
Ground radio		Directing a/c from the runway to RV or 'other' a/c parking, monitoring Unicom to assist with traffic separation, and reminding pilots to monitor ground once landed. Need to have a handheld radio
Publicity		Get notices placed in appropriate publications, possibly do the mailings to Van's mailing lists.

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

RV-6A partially finished — O-360 mounted with C/S prop. VFR panel with stereo. Fuselage, wings, canopy and cowling done. You pick the upholstery and paint. Some tools also available. Divorce forces sale! \$49+K invested/sell for \$46K OBO Call: Terry @ 503-680-2104 Kevin @ 503-789-1529 Ace@pnnw.net, 5/02

AComm model AC-4 Intercom - 4-place portable with record in/out, PTT, etc. Don't know if it is stereo or not. Don Wentz - jwentz@columbia-center.org - 503-543-2298, 03/02

4-WAY CHT/EGT SWITCH — Electronics International RS-4 switch. No sensors, switch & faceplate only, \$40, Randy Lervold 360-901-2150, randy@rv-8.com 4/02

Andair Gascolator — Mounted but never used. Will include firewall bracket. \$100, Mike Robbins, 425-392-9260 kitfox@gte.net, 3/02

Whelen A490 ATS DF Strobe Power Supplies—I have two of them. They work on 14-28 volts. \$240 plus shipping from Eugene. Wally Anderson 541 683 2328, wallyander@earthlink.net, 5/02

Firewall forward: '0' time O-360 A1C engine, New '0' case, new Hartzell Prop HC-C2YK-1AF hub, Blades s/n D-79637/D-79581, prop extender, spinner, exhaust, all accessories. Engine ran 1 hour on a Thorpe before removing to sell separately. \$12,000. Del Zander 503-620-1335, 6/02

Squirrel cage fans Two each 12.5" x 23.5" 110v, 1/3 hp. Great for clearing the paint fumes out of your garage/paint booth in a hurry. \$30 & \$45. Chris 503-233-5863, 7/02

UPHOLSTERY HIDE LEATHER — A DEAL YOU CAN'T PASS-UP! 1 remaining hide of gray top quality Andrew Muirhead fine Scottish leather for upholstering your RV seats. Approximately 50 square feet in size. \$250 which is half of the normal retail cost. Contact Judy Vangrunsven for details, 503-648-3464, 4/02

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

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 \$98 (tall sizes \$108) 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.



WANTED

Parts Wanted — I'm finishing up an abused RV-4, I need vfr flight instruments and engine instruments for an O-320. Also, engine baffles, exhaust, carb, prop and spacer. Mark, 719-276-3034, pawnee235@yahoo.com, 6/02

Partner For RV-4 — Seeking partner to purchase flying RV-4 with. I am a fairly low time pilot and have found an RV 4 locally that is not IFR equipped that is to be for sale for \$48K. I believe this to be a sound unit and am looking for a partner to buy it. Ed Barrow ebarrow@casgen.com, 6/02

WANTED: Women pilots, to give Young Eagle Rides to girls in the AWSEM Program. Please call: Marcy Lange @ 503-397-6916 or e-mail: marcy@langair.com, 6/02

RV-6A WANTED — We are seeking to buy a completed RV-6A that the builder is proud of. We are not particular, as long as it has a O320 or O360 engine. CS prop is not essential. The ones we have had "pre-buys" on, were not built well, or were modified by the builder and not in accordance with Van's specs. Interested parties can contact me: Jim Dean 530-271-7355, james-dean@msn.com, 7/02

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 VanGrunsvan	
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,
1) Compound lever action lug crimper for battery wires, 2) engine hoist, 3) metal shrinker.	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

Here's the people who do the work:

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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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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-10A <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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