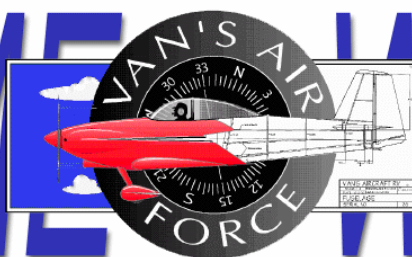


HOME WING



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



The Home Wing was well represented at AirVenture 2002. While no one has an accurate count, here's just a few of us pausing for a pic at the traditional photo spot. Left to right: Gary Daubert, Randy Griffin, Randy Lervold, and John Barker. See inside for more on Oshkosh adventures.

Events Calendar



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

MONTHLY MEETING:

(2nd Thursday every month, various locations, 7:00 pm)
The August meeting will be at Dean Psiropolous' house, on Sunset Airstrip ([1OR3](#)). Dean is building an RV-6A, and is nearing working on the finish kit. Remember when Van's Homecoming used to be out at Sunset? Those of us who miss those days can reminisce about "the 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.

Project: Dean Psiropolous's RV-6A
Address: 9875 NW 316th Place, Hillsboro, OR
Date: Thursday August 8, 2002
Time: 7:00 pm
Phone: 503-647-0472

Driving directions:

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). The 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. 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, but there's a road just past the end so watch for cars and don't get too low on short final. 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 the hangar

Future meeting schedule:

Sept: Pat Casey / Glen Miller RV-9A, Orchards, WA
Oct: Charlie Kaluza RV-6 Oak Grove (tentative)
Nov: 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: 8/3/2002

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: SPECIAL DATE/TIME, see next page

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: 8/14/2002

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.

Special Chapter 105 Meeting for August

EAA Chapter 105 cordially extends an invitation to Home Wing to join us at a very special breakfast meeting in August. We are honored to announce that our featured speakers will be a pilot and crew chief of the USAF Thunderbirds, who will share their experiences about being a part of this team of famous and exceptionally skilled aviators.

Date: Saturday Morning August 17, 2002

Time: 7:45AM-10AM

Place: Stark's Twin Oaks Airpark (7S3)

7:45-8:45- Complimentary continental breakfast will be provided by Chapter 105

8:45-9:00- Introductions and Announcements

9:00-10:00 Thunderbirds presentation

Mark your calendars now. Fly in, drive in, walk, or crawl, but whatever you do, don't miss this extraordinary event.

See you there!!

Brent Anderson- Director EAA Ch 105

day phone 503 523 2012

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email banderson@polyvision.com

First Flight of N88MJ

By Mike Robbins

The first flight of N88MJ (MikeJennifer) took place on June 10. MJ is an RV-8 quick build serial number 80591 which took 4.5 years and 3600 hours to complete. She has a factory new O-360-A1A with AirFlow Performance fuel injection and a new Hartzell prop. The flight took place at Paine Field, Everett, Washington. Because I had a new engine I wanted to minimize my taxi and just get out and go. But things didn't work out that way.

The closet runway for me was 34L, a 9,000' runway used by the Boeing 747s, 767s and 777s coming out of the Everett factory. But the winds were out of the South, so I had to taxi to 16R. Since I wanted the full length, I had to taxi all the way to the end, about a mile. When I got there I noticed the wind was 90 degrees to the runway; not good for an airplane I had never flown. Paine



has a cross-runway, 11/29, which was pretty much aligned into the wind, so I requested and got 29. Another mile of taxiing. So much for the proper care and feeding of a new engine. The run up went fine, so I lined up and applied power. I have been in RVs before, but still marveled over how they accelerate.

She was up before I knew it, and climb out seemed normal, for the first 30 seconds anyway. Then I noticed a fine mist of what seemed like oil forming on the windshield. As I continued my climb out it started getting worse. After a couple of minutes I called the tower and told them I needed to get down NOW. They asked if I needed any assistance (as if they could be of any help), but being the brave (dumb?) new RV pilot that I was, I said no, just fit me into the pattern. They put me on 16R, still with the crosswind, and by this time I was having a hard time seeing out front. I made the approach at 75 knots, full flaps, carrying a little power on the way down, looking out the sides for reference. Good thing I had some time in a PT-17 years ago. I began my flare and pulled off power at what I thought was the appropriate time, all the while trying to keep it straight in the crosswind. I waited, and waited, then plop, down it came. It bounced about three times and I was down to stay. Sure felt like I broke something, but no signs of damage and the 'G' meter read a little less than 2. Hope Van's designed a stout gearbox. My wife was there to greet me with a bigger grin than me. After engine shut down she jumped into the back seat for a photo by the airport staff, who had graciously carted her around the airport in their vehicle with a flashing yellow light and radio.

Post flight inspection revealed that the stuff all over my cowl, windshield, wings and tail was not oil, but rather *grease* — prop grease as it turns out. After taking off the spinner I could see a big gob of grease on the inside and some at the base of one of the grease fittings.



Upon further inspection I could see that the ball was not fully seated in the fitting. I called A C Propeller Service at Boeing Field and Mike, the owner, knew exactly what had happened. He said sometimes new props have defective fittings that throw out a lot of grease, but no damage was done. A new fitting and some grease and I would be good to go. It didn't seem like a big deal to him, but sure scared the heck out of me. Think I'll send Hartzell the bill for the grease (Mike gave me a new fitting) and my laundry.

Subsequent flights have been without incident, and my landings have been real greasers (not the prop kind). I've learned that RVs land rather flat, and I carry power a little longer now and don't flare so much, more of a tail low wheel landing. My RV grin is a little wider now than it was on that first flight.

...Mike

AirVenture

Editor's note: As of this writing I have just returned from Oshkosh, my first trip in my own plane. The trip went well, which is to say it was uneventful. Backseater Randy Griffin and I departed Sunday 7/21 along with Rob Hickman and son Jeffrey, and Bob Neuner with rightseater Mike McGee. We overnighted in the Minneapolis area and made the approach into OSH the next morning led by Minnesota Wing local Doug Weiler. On the flight we also hooked up with Jerry Vangrunsven and heard Van and crew on the radio also inbound. I had studied the NOTAM thoroughly and we all made it in just fine with no close calls. Total to OSH: 10.3 hobbs. We departed for home on Friday 7/26 with Rob Hickman and I making the whole trip in one day, 11.1 hobbs. Bob and Mike turned south for Wendover, Utah after our fuel stop in Gillette, Wyoming. Other than my fuel flow sensor finally quitting for good, none of us experienced any mechanical trouble whatsoever. Some minor deviations for weather cells were our only weather issues, fortunate indeed. In all, not a very newsworthy story. That's why I thought it was worth bringing a classic out of the archives. As a fitting tribute to OSH season, beginning with this issue, we'll feature Rion Bourgeois's account of his 1994 trip to OSH. It's quite a story... I hope you enjoy it as much as I did!

...ed

Flying to Oshkosh With Dangerous Dan, The Dean of Danger

By J. Rion Bourgeois

Chapter 1 (Hair's afire; how they sell at the big show; buzzed by a Harrier)

At the last chapter meeting, I found Dan Delano checking out the RV-6B and inquired if he was going to Oshkosh this year. He stated he might be, so I offered to share gas expenses for a ride in the right seat. He agreed to consider it, and after talking with Don Wentz, who was flying back with Doug Miner, it was agreed we would go back in a flight of two RV-6s, and meet an RV-4 and RV-6 in Casper, WY to make a flight of four into Oshkosh. This year, Oshkosh had a new Thursday through Wednesday format, so before dawn the next Monday, Dan picked me up at my home in Beaverton and we drove out to Dietz Airpark to load up N166D where it resides in a spanking new hangar with a beautiful polished Cessna 170 with a brand new interior. RV's are not only great airplanes, they keep good company.

We loaded a dome tent, two sleeping bags, two air

mattresses, two clothes bags, two canteens, two cameras, a small stove, dehydrated oatmeal meals, 4 cassette tapes, two novels, and other miscellaneous items into the back of the airplane, woke up the Dietz folks and taxied into position by 5:55 am to be ready to pick up Don and Doug on 122.75 at the agreed upon 6:00 am, i.e. dawn. When they hadn't called in by 6:30, we launched into the breaking day and headed north. We almost immediately raised them on the radio, so we circled over my house and woke up my neighbors while Don came on from Scappoose. Don's excuse for being late was Janet had finally realized he was flying over the Rocky Mountains in an airplane he had built out in the garage, for gosh sake, and was acting real nervous, so he had to be particularly considerate and reassuring before he left. I had taken care of the same problem the night before: assured the wife the life insurance was paid up, and where she could find the policy. Didn't take me half an hour, for goodness sake.

We headed up the gorge in a flight of two, and flew at 7,500 feet straight into the rising sun, which eliminated approximately 100 degrees of visibility - straight ahead - although the conditions were CAVU. Since we couldn't see each other, we spent the entire time to our first fuel stop in Lewiston, ID describing the landmarks off our right wingtips. "See that irrigation circle that looks like a bullseye? We just passed it." "See that wet draw that runs into the Columbia? We just passed it." Don told us to use his "Duck" handle, and he and Doug, who we named "Dougman", were bragging about lox and bagels and cream cheese and gourmet coffee. We picked up a Cessna 170 and Grumman Lynx on 122.75. Despite his cowboy panache, you could tell the Cessna pilot was infected with the same Oshkosh excitement.

At Lewiston, we had to extend our downwind a little for the east/west runway to accommodate a Harpoon fire tanker coming in on the north/south. We paid \$1.99 per gallon for 20 gallons of gas, and finished breakfast about the time the Cessna/Grumman flight arrived. Nice guys, they finished last. After breakfast, Duck/Don had to call his wife to let her know he was a-okay, and Dougman had to call his uncle who was meeting us in Missoula to see the RVs.

Cumulus was building by the time we left Lewiston, but we made Missoula very quickly over the Bitterroot Range where we paid \$2.13 per gallon for a mere 8 gallons, and visited with Doug's kinfolks.

Our next leg was a long one to Casper. By the time we left Missoula early in the pm there was some weather east of us. We kept climbing, and the cumulonimbi kept building, and we kept climbing, until at 12,000 feet we had one last ridge to cross running east-west into the cloud cover, which pretty much ran north-

south. We were heading southeast, and it looked to me like the ridge was pretty much the end of that route, being above us and running into the cloud cover, so I piped up "Dan, it doesn't look like we can make that ridge." "I just want to take a peek", says Dan. "Looks like just more clouds beyond it," says I. Silence from the left seat.

Approaching the ridge at 180 mph, and still below it, my eyes glued to the ridge line "I think we better turn back, I don't think we can make that ridge" says I. "Just want to take a peek" comes back from the left seat. Closer and closer we come, still below the ridge line, still no indication we'll deviate from impending doom, I look over at Dan -- and he's gone! Sitting at the controls is DANGEROUS DAN, DEAN OF DANGER, AND HIS HAIR IS ON FIRE! Fifty feet from the ridge top, we peek over -- solid clouds -- then do a vertical turn to our left, look up, and see Duck doing the same to his right.

There is a huge valley running south into the Rockies, which I believe to be the Wind River Range, but the clouds are still coming in from the east, which would fill the valley mouth if we go in, but we turn and run south into the valley of the shadow of death, but it turns east and it's clear beyond, and I'm looking down on lakes I fished almost twenty years ago. That was some adventure, then. Never did it occur to me way back when that someday I'd fly above those lakes at 180 mph in a homemade airplane with Dangerous Dan laughing in the face of death and chattering on 122.75 with other damn fools about mountain goats and looking for a way out of the mountains while we still have gas.

We landed in the face of a 30 mile wind at Casper under perfectly clear skies, and paid a "homebuilders special" of only \$1.97 per for 24.4 gallons, and only \$10 per RV for hangar storage, instead of the usual \$12 per, and caught a taxi into town for rooms, a stroll across the North Platte River, and dinner at the newest restaurant in town, which may also be the best. The beer and seafood was mediocre, but the beef was excellent. We were asleep before dark.

We hooked up in Casper with an RV-6 painted like a Corsair (this side up arrow on the vertical stab) and an unpainted RV-4, both from California, piloted by Chris and Mike respectively. Tuesday morning early, we are ready to launch, but Don's starter wouldn't turn the engine over. Dangerous Dan hops out and props it while Don engages the starter, and eventually it starts and we launch in a flight of 4, with the Corsair -6 doing wingstands on takeoff in the -4's propwash.

Dan lets me do most of the flying this leg, and I fail to switch tanks. He takes over just as we approach Huron, SD for gas and brunch, and the engine quits on

downwind due to a dry right tank, but starts right back up after he switches to the left tank. Our flight leader misses runway 36 and lands on runway 30 with Dan and I right behind. Duck gives up and goes back around. I kept the tanks balanced the rest of the trip, and the tic went away right after we landed. On the ground, we find a Meyers 200 that belongs to the guy in Houston who owns the hangar where 13 RV's are a-building. Apparently they are using the Meyers 200 for the baggage wagon but the pilot is alone. When he refers to the Meyers as a "baggage wagon", Mike the RV-4 pilot says "Hell, that's what we [RV-4 pilots] call RV-6's."

Don's left brake was mushy, so he borrows wrenches and an oilcan with flexible spout to fill and bleed the line. The spout won't reach low enough, so I lend a helping hand and break it off. Hitching a ride in to the local NAPA store, I get the lowdown on Huron from the cross-country mail truck driver. He thinks Huron is dying because the interstate passed it by, but I find all six counterpersons busy in the NAPA store, and my driver is also complaining about Californians moving into the area and driving up real estate values, so it seems to me they are doing okay. Don and I finish fixing the brakes, wolf brunch, Dangerous Dan props Duck, and we launch for LaCrosse, WI.

East of Huron, things are still flat, brown and hazy, but as the ground starts greening up, the cumulus clouds start building and getting thicker. We climb to 9,500 to get over them, and can still see the occasional town or city through the breaks. However, we lose sight of Duck and Dougman and our other two flight members, and can't see enough of the ground to describe location on 122.75. Instead we start describing clouds. "See that cloud that looks like a breast? The nipple is off our right wingtip." "See that big spiky cloudy to the left of the three squat ones in a row? We just passed it on the right." Real intelligent stuff, but lots of other Oshkosh bound planes are broadcasting position fixes almost as silly. Everybody on 122.75 is heading to Oshkosh and high with anticipation.

We climb to 11,500 to stay above the clouds, but don't want to get any higher without supplemental oxygen. The cloud cover is also getting thicker, with large columns growing up to about 15,000 feet above an almost solid base that extends from 3,000 to 10,000, so we decide to go down below it. I find a tunnel running to the south along the eastern side of a huge column and DIVE down the tunnel to the open air below the base, dropping from clear sky blue and pure cloud white to the grey and green of rain soaked Minnesota or Wisconsin. WHAT A RUSH!

The next hour is the easiest navigation of the whole trip as our track is exactly down the section lines. We

find the blue Corsair/RV-6 and Duck heading into LaCrosse, which is a beautiful town with a beautiful airport, both right on the Mississippi. Lots of new residential construction is visible from the air. Dan makes a perfect landing, but turns the wrong way off the runway, so Don beats us to the pumps, where the blue RV-6 and unpainted -4 are already gassing up. We fill up, paying \$2.24 per gallon for 17.5 gallons, the highest price for the trip. On the ramp, we brief for the approach into OSH. Mike the RV-4 pilot acts as flight leader, and suggests we cross over Ripon to the SE, circle back around and then head up the railroad tracks to the NW to Fisk and OSH. The published procedure is to fly single file up the tracks, with those who can maintain 90 mph at 1,800 feet, and those that can only maintain 130 mph at 2,300 feet. At Fisk, the controllers give you instructions, and you are to only wag your wings, and stay off the radio. Overflying Ripon towards the SE gives us an opportunity to expand or constrict a circle, and ease into the traffic. We drop back into single file, overfly Ripon to the SE, circle back around to the West, then fly NE over Ripon to pick up the railroad tracks, and a blue and yellow RV-6A slips in at the head of our column! We fly 1500 miles to have Bill Benedict and son meet us over Ripon in the Van's Aircraft factory RV-6A for a flight of five! What are the odds?

A polished Lockheed Electra overflies us just before Fisk. The controllers send everyone else for a left base for runway 36 inside the blue water tower, but break Dan and I out of the RV flight to follow the Electra for a right downwind for runway 27. They tell Dan to put it on the numbers, and he does, and gets a "good job RV-6" from the controllers. WE HAVE LANDED AT AIRPLANE MECCA! The weather immediately begins to clear.

Dan had the foresight to prepare a SHOWPLANE CAMPING sign and I hold it up and waggle it at every groundperson, and they wave us on. We pass Bill Benedict on his way to the RV portion of SHOWPLANE PARKING, and find Don and Doug already in the camping area right in front of Ollie's Barn. We get placed two rows back and four planes over. We are right by the fence to Ollie's place, and Don and Doug are on the road. Our California compadres parked in Showplane Parking and moved into a motel. We start setting up camp and discover we left the lawn chairs in Portland. We almost miss dinner, but find the Exhibit Cafe still open and get the plainest cheeseburger I have ever seen for dinner.

I had heard horror stories about getting into OSH and the crowds and the lousy weather, but this year it is all perfect. Tuesday night is clearing and cool, Wednesday is clear and mid-70's. Dan and I get a shower after

only a twenty minute wait. Dangerous Dan and I almost crashed the women's shower, heading for one of the doors without a line, but a lady straightened us out just in time. "You realize this is the women's trailer, DON'T YOU?" Oops. We just assumed that since the first door said "Women", the next one must be the "men's". The damn trailers have a door on each end, but each trailer only serves one sex. Where are those controllers when you need them? You can't expect a guy to read every damn sign.

The convention doesn't officially open until Thursday, so we spend Wednesday at the EAA's Eagle Hangar museum, Pioneer Airport, and shopping for lawn chairs. The museum is awesome! It has everything you would imagine except for an RV. Looking at the home-built section, which has Lancair, Rutan, Pitts and Wittman examples, you can sense the gap. The prototype RV-3 our chapter is rebuilding for donation will be a definite plus.

I discovered that the Duckworks landing lights Don Wentz developed has been done before: check out the landing lights on the XP-51 prototype; exactly like Don's, except the lower cutout is slightly tearshaped towards the fuselage. So it appears Don's lights will make my RV-4 more like a P-51 rather than less. Hot damn! Don Wentz gives "laid back" new meaning, and Dan Delano is only slightly less easygoing. Doug and I are through the museum and Pioneer Airport when Don and Dan are just entering the first hangar, so Dougman and I head back to Wittman Field to check out the Flymarket and look for lawn chairs. We get separated, but Doug finds me and insists I come look at some ubiquitous green lawnchairs just like some I had already rejected at another vendor's booth. "You might not like the chairs, but you have GOT to see this sales girl!" he insists. I stroll over and must agree. The gal is a knockout, wearing a spray on white knit short shorts and tank top ensemble. Totally inappropriate and absolutely amazing. The chairs were still not suitable, but we tried them out anyway. I discovered that several of the vendors in the Flymarket resort to this disgusting male chauvinistic ploy to bring in buyers. One engine developer even had a model in a bikini laying on a lounge outside of its tent. I had to stare just to convince myself such a blatant exhibition of exploitation of the female form was actually occurring. After careful examination of the girl, her pose, and the location, I concluded it really was occurring. I took another look just to make sure. Doug examined the situation, and agreed with me. We get back to the planes and an RV builder strolls over and strikes up a conversation about Don's plane. I notice he is carrying one of the ubiquitous green lawn chairs like the ones I had rejected. "You buy that here?", I inquire. "Yeah,

from the girl in white" he states. She was definitely remarkable. I'm glad I didn't fall for the ploy as Dan shows up shortly with two good lawnchairs.

We had a brief rainshower Wednesday afternoon, but then it clears up for the "golden hour" which I use to advantage to check out all the showplanes and some of the warbirds before the crowds of groundlings arrive. On the way back to camp, I fall in step with a controller. They have hundreds of volunteers to fill a couple of dozen positions, and love handling the convention, even though they work like dogs. They estimated 6,000-7,000 planes on the field when it closed Wednesday night, and expected another 2,000 to fly in Thursday. Showplane Camping was not filled up, and in fact never fills up, but itinerant camping was already filled up Wednesday afternoon before the convention opened. I don't know the exact definition of a "Showplane" as in "Showplane Camping", but from what I could tell by the planes allowed to camp there, any taildragger qualifies, and a Cessna 172 with a fancy paint job can get in too. Any trike that was not a high production model will definitely be allowed in. If you fly in early, like we did, you will get a spot in close in Showplane Camping. If you fly in late, you might get a close in spot, too, as they fill in early departures' spots.

Late Wednesday the Bonanza flight arrived. I believe the controller said 105. They had gathered at another field, and arrived all together with their landing lights ablaze. Very impressive. However, they fell far short of the 163 C-120, C-140's that arrived together in 1988, Dangerous Dan amongst them. I am looking forward to beating the record with a flight of RV's. Hope I get my RV-4 finished in time.

We eat a rubber chicken dinner Wednesday night at the Hangar Cafe, and are entertained at the theater in the woods by a comedian who tells stories around sound effects he makes with his mouth. Hilarious. Big straight lines of Port-a-Potties are everywhere at Oshkosh. They are also constantly being serviced. I always thought they carried them away when they were full for servicing. I'm in one doing my business and reading a book (scifi - beautiful space yacht captain) when I hear a monster truck drive up, the potty doors start slamming and the whole line starts shaking. My god, there gonna carry me off! I get outta there fast, and check out the operation. They don't carry 'em off. They come around once a day with a big tank truck and a 4 inch hose and suck 'em out. The hose jumps and writhes like a head-pinned snake when the lumps come through. Gross.

Thursday morning at 6 am, the sound effects comic wakes everyone up with his impression of a big Pratt & Whitney or Wright Cyclone radial engine starting up,

(Continued on page 9)

Watch Those TFRs!

By Randall Henderson

Since September 11, there's been a lot of talk about TFRs, airport security, and the "danger" that small planes pose to public safety. I think most GA pilots feel a bit put-upon by all of this, and that the "threat" of our small planes doing any serious damage in the hands of terrorists is pretty small. We could argue that, but I'm not here to lecture you on things that are well covered in AOPA Pilot and other aviation rags. What I do want to do is offer some help – even with the graphical TFRs that AOPA and others are now providing on their web site, it still takes some hunting to get the ones that pertain to flying in our local "neighborhood" all together in one place. Since I did it, I figured others might be able to take advantage, so here they are.

We sure don't want our freedom to fly to be curtailed as a result of our own carelessness, so check those NOTAMS, and stay out of the TFRs! (graphics obtained from www.aopa.org)

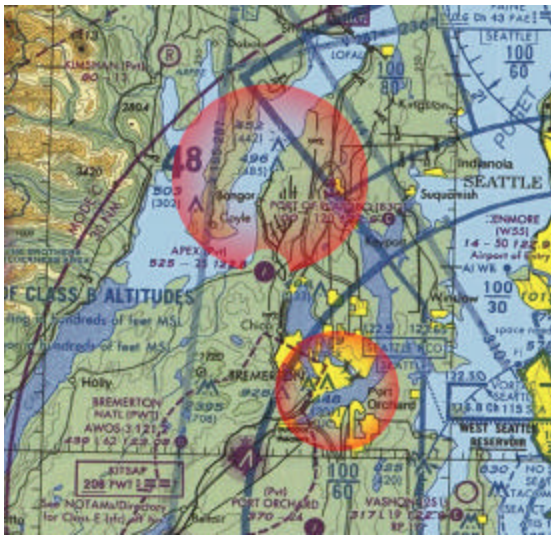
(Of course the usual disclaimers apply – verify before every flight, not to be used for navigation, use at your own risk, consult your physician, always wear safety glasses, etc. etc....)



2/0449 Port Townsend, WA (SFC-3000')



2/0451 Everett, WA (SFC-2000')



2/1812 Bremerton, WA (SFC-2900') and 2/0447 Bangor, WA (SFC-5000')



2/2664 Hermiston, OR (SFC-10,000')

Flying Activities



Flying Activities Coordinator:

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

Bob Neuner and Kevin Lane made it out to Jackpot NV for the **Cactus Pete Air Race**, and Bob came home with the trophy for the RV class – he initially was in

the same class as the Ezs but after he beat them all (with a speed of 197.73 mph) they split out an RV category. Sounds like there were a few poor sports there who didn't like getting their asses whupped by a forward-flying aluminum airplane...!

EAA Arlington was **July 10-14**, and a great time for those who attended. At least half a dozen Home Wing members camped out under their wings or in the car-camping area, and many more came up for the day. We all had a wonderful time, the only negative being the incredibly large percentage of people who still can't seem to learn how to read a NOTAM. Special congratulations to Mike Wilson who took home a Workmanship Award for the years of effort on his beautiful RV-4.

AirVenture Oshkosh was **July 23-29**, and the Home Wing was well represented with at least a dozen of us attending.

Coming up: the **Penticton Beach Party Fly-In, August 9--11**.

I don't know much about this event, but Penticton is a really nice airport between two huge lakes up the Okanagan valley, so anyone looking for another excuse to go flying in Canada should check that one out. www.angelfire.com/bc3/flyingbc.

The border crossing checklist is still up on the Home Wing web site (www.vanshomewing.org), and we encourage anyone planning a trip to Canada to take advantage of it – select "Activities" and follow the link from there.

Van's Homecoming is Labor Day weekend, **August 31-September 1**, at Van's factory on Aurora Airport. This year Van's has made arrangements with EAA Chapter 902 to provide breakfast and lunch both days. Be there or be square. www.vansaircraft.com.

Several Home Wing members will as usual be heading down to watch the **Reno Air Races, September 12-15**. Talk to Brent A. (brenta@pcez.com) to get the inside scoop from a NW RVer who's made it a habit to fly down for that show. Or visit www.airrace.org.

And as always, the **RV Breakfast Club** meets on **122.75** at 7:30 a.m. Saturday mornings (weather permitting). Get up in the air and on frequency and we'll decide where to fly for breakfast!

(Continued from page 7)

then switches over to yodeling. He did this every morning we were there. Bizarre.

Don had located his starter vendor on Wednesday, who had agreed to replace his starter if Don would troubleshoot his solenoids and starter circuit. Thursday morning Don takes off his cowl, and RV builders are drawn like moths to a flame. It was almost as effective as a girl in a bikini on a lounge chair. Between answering questions about this and that, mostly about the fuel injection system, we troubleshoot the starter system. When you turn the key, the solenoid pushes the Bendix gear out, but it hangs up on the starter ring. We remove the starter, and run it. Seems to work okay, so we rein-

Still building and tired of being left behind?

You don't have to be! There are often empty seats, so don't be shy about asking. The **oregon-rvlist** email list is the perfect forum for still-building types to ask for empty seats (and for flyers to offer them). To subscribe, send email to oregon-rvlist-subscribe@yahoogroups.com, or visit groups.yahoo.com/group/oregon-rvlist. Or just speak up at the meeting.

stall it, but increase the teeth engagement space with washers. The Bendix gear still hangs up on the starter ring. We bypass the master solenoid. Still no joy. We take off the starter, find the vendor at his plane in Show-plane Parking, and obtain the replacement.

All the booths are open, now, so Duck and I take in the exhibits and check out all the displays. It is too far to hike back to the planes, so we take turns carrying the starter. Don begins a long quest for a hot pink hat with his aircraft type and N-number on it. It's a long search that pays off Friday night. But Thursday he gets a free pin from his fuel injection system vendor for standing at the booth praising the system. They should have given

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him a hot pink hat to pin it on for taking off his cowl. I check out the Moravian inline 4 and 6 cylinder engines, the Zoche radial diesel, and the Franklin six as possible options for my RV-4. The most notable aircraft we see is the new Glastar. They are going to sell like hotcakes to the utility and floatplane market. I heard they sold 13 kits in one weekend at Arlington. I listened to part of the new Van's Aircraft promotional videotape at the Van's Aircraft tent. Ken Scott sounds just like the guy who narrates WINGS on the Discovery Channel. I thought Ken didn't watch TV. Don and I hike and ride the John Deere shuttle back to the planes, install the new starter, and it works great.

We have a great view of the airshow right by our planes. Luckily we are parked next to high wing jobs, and have the benefit of their shade. A couple named Ron and Nancy in a 180 parked next to Don. They loan us their tools for starter work, and their shade for the airshow. This "first couple" I liked.

Packed the cell phone all the way so I wouldn't have to stand in line to phone home and the office, but couldn't get it to work Wednesday or Thursday. Friday night someone tells me you have to call Cellular One and register to activate the phone in the area.

Dangerous Dan decides to risk the field cuisine again Thursday night, but Doug, Don and I walk out to the main gate to hitch in to town. I stick out a thumb, and a sedan with two old guys immediately stops. Another sedan right behind them with two old fat broads starts honking their horn and gesturing for us to get in. We quickly hop in the back seat of the old guys' car. They are real gentlemen; pilot retirees from Kansas City. The driver is startled by a bicyclist at the corner, and jumps the curb. He apologizes for it the rest of the night, but it wasn't that close. They recommend The Winemaker's, and we join them for a great meal (stick to the beef, and skip the seafood) and great conversation. One of them is restoring a Taylorcraft, and the other is looking for an Ercoupe to do the same. They have been coming to Oshkosh for twelve years, and always stay in the same place, which they found posted on a bulletin board their first year. They fly in (this year in a rental), park their car at the west end of itinerant parking, jump the fence, stroll over to the bar, and call their hostesses, two stewardesses who live in a converted barn, who come and pick them up. The stewardesses don't charge them anything, just allow them to pay whatever they think the stay is worth. They fix them breakfast every morning, and fix them dinner if they want it. They also provide them the car they are driving. They claim the only disadvantage is the hot water heater is too small, so sometimes they have to shower with the stewardesses. I think they were gilding the lily a little with the shower

story, but Duck and Dougman believed it all. They started scouring bulletin boards, anyway. The old guys give us a ride back. The one with night blindness steers and works the pedals, and the other guy tells him when and where to turn. Now I can see why the bike startled him. It would have been simpler if the guy who could see had both steered and navigated. Less fun, though.

Dropped us off right at the front gate. A couple of tent vendors are still open. Don and I buy T-shirts for the families, and Dougman buys a set of anatomically correct "bushpilot wings" which he pins to his hat. You gotta see 'em to believe 'em. At 10 p.m. I can finally get to the pay phone 100 yards from the tent and call home. I'm alone under a streetlight surrounded by classic air-planes and almost total silence, just a few tunes drifting over the fence from the road RV's over by Ollie's Barn. Beautiful. I punch in 25 digits at the appropriate tones, and am talking with my loved ones. Groovin'. Friday morning, I'm up extra early to beat the line to the shower. Second day of the convention, and I get in without a wait at the fixed base shower next to the Hangar Cafe. Less luxurious than the trailer showers, though. Feeling like an old hand who knows all the ropes.

Friday, I spoke with the pilot of the Harrier jet. One of the duties of the military pilots who fly military aircraft in airshows is to stand in front of their plane and let the general public ask them stupid questions. They are under strict orders to be polite. I decide to test him. "Have you seen that new Arnold Schwarzenegger movie, 'True Lies'", I ask.

He answers, obviously for the hundredth time, "Yes, sir, I did."

"So what did you think of the Harrier jet scenes; were they realistic?"

He draws a deep breath, and fires away: "The only real jets are the ones in the long shot, attacking the bridge. The Harrier the actor flew was a mockup dangling from a crane. The military pilots you saw on the ground were real Air Force, but they were ground crewmen. If you tried to ride on the back of a Harrier like the terrorist did, you would get sucked into an engine. You can't fire the guns in hover. It would knock the plane over. If you did fire the number of rounds into a skyscraper that the actor did, it wouldn't just knock out the windows, furniture, and interior walls, it would cut the building in half."

"Anything else, sir?" He smiles courteously.

"No, thank you captain, I believe you've covered it, thank you very much," says I, and beat a hasty retreat. He is obviously well prepared for sniper fire.

...next month Chapter 2, the saga continues.

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-7 Tail Kit — Includes electric trim and will throw in the Cleaveland alignment jigs. The kit has only been inventoried, nothing has been touched. Corby Somerville 360-683-6774, 9/02

RV-6A QB kit - Purchased new in 1999 from Van's. Never touched. Tip-up canopy, tricycle gear, needs finish kit. Also includes wing cradle. \$14.5K. Contact Ron at 503.696.2093 or email: ronstory@xprt.net, 8/02

RV-8A partially finished — 99% completed RV8A..0320, 160hp, 0 smoh, C/S prop, upholstery, painted, built from quick build. \$61,500. Located aurora, OR. Contact Jolly Dawson at 503-678-3343, 8/02

Aviation Book Set — I have 20 new Time/Life books "EPIC IN FLIGHT" for sale at \$125 for the set. Call Judy VanGrunsven 503-648-3464, 9/02

Duckworks Landing Lights - Retro-fittable, light, easy installation. Kits start at \$75, check 'em out at www.duckworksaviation.com

WANTED

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

RV-6A WANTED — Would consider RV-6. Good construction/condition, paint and panel. Prefer 180HP, CS but will look at others. Budget around \$50,000. Have cash, but would consider trading my 1927 Chevrolet Roadster rod if someone were interested...value around \$20,000. Call Tony Marshall, Polson, MT 406-883-1372 days. Email photos and data sheet to tony@homesmt.com, 11/02

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 danb@synopsys.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@attbi.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@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. 105, multiple RV builder, Hillsboro-Portland area)



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 pucking 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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 Annual Fly-in Boss Don Wentz 503-543-2298
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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-9 <input type="checkbox"/> RV-9A <input type="checkbox"/> RV-10A <input type="checkbox"/>	Status: Not started <input type="checkbox"/> Empennage <input type="checkbox"/> Wings <input type="checkbox"/> Fuselage <input type="checkbox"/> Finish kit <input type="checkbox"/> Flying <input type="checkbox"/>	Newsletter Distribution: E-mail (pdf) <input type="checkbox"/> Mail <input type="checkbox"/> 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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