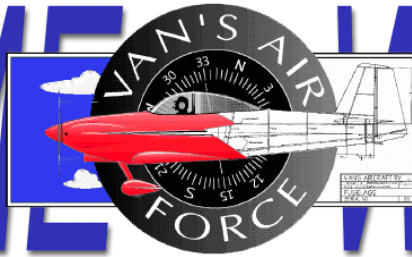


# HOMEWING



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



*Everyone loves looking at panels, and this one's a beaut! Home Winger Mike Robbins' spectacular RV-8 panel. Mike should be flying for the first time this spring.*

## Editor's Hangar

I'm sure glad it's winter! Sounds strange I'm sure, but I'm in the middle of installing a new panel in my RV-8 and it's taking quite a bit longer than planned (gee, what a surprise). Man, that cold damp hangar sure is miserable to work in... I miss my garage.

Many of you are probably undertaking similar pro-

jects, so c'mon, write those articles, take those pictures. As part of my new panel I'm installing the newest generation Air Data Computer instrument from AITI and I'll do a review on it once I'm flying. Anyone doing anything similar?

Just a quick thanks to Randy Griffin who is now doing the paper publishing part of the monthly routine.

...Randy Lervold



# Events Calendar

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

## MONTHLY MEETING:

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

**Place:** Scott Orr's RV-8 project  
2020 S. 1st Street, St. Helens, OR  
**Date:** WEDNESDAY, February 13th, 2001  
**Time:** 7:00 pm  
**Phone:** 503-330-3470

The February meeting is scheduled to be at Scott Orr's RV-8 project, at his shop in St. Helens.

**NOTE DATE CHANGE** — The meeting will be on Wednesday instead of the normal Thursday since Thursday is Valentine's day. Currently waiting for verification that this will work for all the principals. Please check the web site for confirmation, [www.vanshomewing.org](http://www.vanshomewing.org)

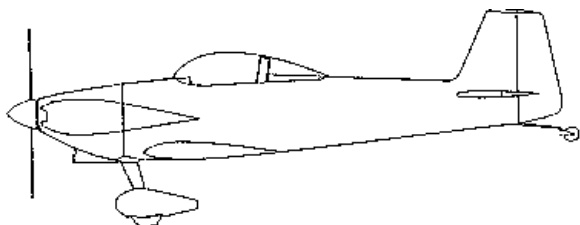
## DRIVING DIRECTIONS:

Take Highway 30W to St. Helens. Turn right on Gable Rd. (McDonalds will be on the left side of the highway) Go about .6 miles to Railroad Ave (Just after you cross the railroad tracks) turn right. Go 0.2 miles to S. 1st Street, there is a yellow School Bus Stop sign on the right and an orange SLOW sign on the left - and take a left (it is a gravel road). We are the second house on the left side. You are welcome to park anywhere.

## Future meeting schedule:

Mar: Don Wentz RV-6 rebuild  
Apr: t.b.d.  
May: Brian Yablon RV-?

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](mailto: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: 2/2/2002**

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

**This month: 2/21/2002**

## 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: 2/13/2002**

## 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.

## 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](mailto:randy@rv-8.com)) and I'll send you a test copy.

Lastly, I would encourage ALL members to make sure I have your e-mail address even if you don't get your newsletter that way. I occasionally send out e-mail to all on important notices and wouldn't want to overlook anyone. Thanks!

...Randy

## The Choice

By Ray Fogg

**W**hen I first started my aircraft it was clear that it was going to be a tailwheel RV-8 because the nosewheel RV-8A was not yet available. When the -8A became an option (I was still doing the empennage) the dilemma began, and I had to start coming to terms with The Choice. Which one best suits my needs? Is there a cost difference? Is one cooler than the other? I would guess that the question of where the third wheel goes can probably generate more, uh, discussion amongst RV builders than any other. So, with the purchase of the fuselage kit looming in the near future, I must get past this obstacle.

I started by editing a file called pro.con, or some such clever title. It looked something like this:

<b>Tailwheel</b>	<b>Nosewheel</b>
slightly faster	better taxi view
better STOL performance (?)	easier ground handling
better on rough fields (?)	lower insurance
costs slightly less	better resale (?)
looks better	

Some intangibles seemed like they needed to be added, like perhaps "what do *real* pilots fly". But making this decision based on what others might think seemed to be a bad idea. I needed to choose based on *my* needs and wants. Which airplane would most suit the kind of flying I will do? Since finances have kept the license non-current for the past 5 years or so, I needed to make some educated guesses. Having flown to Alaska twice with my friend Ken Foote, I knew that a trip north would be in the cards. And my sister lives in Pennsylvania. That seemed like an argument for a cross-country machine. But the type of local flying I like best involves short strips and relatively unpopulated areas. All of which reinforced the decision to build an RV because it does all of these things well. It just didn't help determine where the third wheel should go.

In the end, the loudest voice in my head (Oh, yeah. There are *lots* of voices.) was talking about the first flight. At this point in the building process I *really* want to make that flight myself. That may change, of course, but given the current financial situation it appears that I will not be able to get current for a year or more. In order to make that first flight I will need to be sharp, and a large part of that will be tied up with how comfortable I am with the gear arrangement. Just being current will not be enough. I have no doubt that I could become a

competent tailwheel pilot with training and experience, but given that all of my pilot-in-command time is in nosewheel aircraft, I had an argument for wheel placement that made sense to me. I did not relish the extra time it would take to really get proficient with the wheel in back, so the fuselage kit was ordered for the -8A.

With the quandary over the gear behind me, it is on to the next set of decisions. What engine will I install? Which propeller? What goodies will go into the panel? How will the interior be appointed? What about a paint scheme? Will I paint it myself or have it professionally done? No rest for the gray matter ...

...Ray Fogg

## Email Lists

By Randall Henderson

**L**ike it or not, this is age of the Internet, and e-mail has become an almost indispensable communication tool. Nowhere can it be more useful than among those who want to trade tips and tricks about building and flying homebuilt aircraft.

Below are some of email lists that provide discussion forums for RVers in Oregon and elsewhere. Most Oregon and southwest Washington RVers are on one or more of these lists, so if you want to be "connected", be sure to sign up!

- **Oregon RVlist:** An email forum for discussions, questions and issues relating to RV building and flying in Oregon and SW Washington. It's not very busy — the main RV traffic is on Matt Dralle's world-wide RV-List. Which is fine, there's no reason to get carried away, but please do use the oregon-rvlist for items of local concern. To sign up, go to the oregon-rvlist web site, [www.groups.yahoo.com/group/oregon-rvlist](http://www.groups.yahoo.com/group/oregon-rvlist).
- **Worldwide RV-list:** This is Matt Dralle's world-wide RV list. It's a pretty high-traffic list, and discussions sometimes get "lively". So before signing up, be sure you're okay with having your email box get flooded with list email every day (digest mode is also available). And before posting anything to this list, PLEASE read the rv-list FAQ and usage guidelines. It'll become obvious after being on the list for a while that not everyone does so, but that's no excuse not to do so yourself. To sign up, go to the RV-List web page, [www.matronics.com/rv-list](http://www.matronics.com/rv-list).

- **Oregon EAA List:** A forum to discuss any local questions or issues relating to sport aviation, experimental aircraft, and Oregon EAA chapter activities. You do not need to be an EAA member to be a participant. To sign up, go to [www.groups.yahoo.com/group/oregon-aea](http://www.groups.yahoo.com/group/oregon-aea).
- **Oregon Pilots Association List:** For discussions regarding general aviation in Oregon. The list is sponsored by the OPA, but participants do not need to be OPA members. Sign up at [www.groups.yahoo.com/group/opa-list](http://www.groups.yahoo.com/group/opa-list). (Also be sure to visit the OPA home page, [www.oregonpilot.org](http://www.oregonpilot.org).)

And don't forget our own web site, [www.vanshomewing.org](http://www.vanshomewing.org)!

...Randall

Editors note: many people quickly get tired of the high traffic on the RV List, so if you've been there and unsubscribed let me encourage you to sign up for the oregon RVlist. The traffic is low, and many times there are late breaking announcements about fly-ins or events that you might want to know. If there were to be an "official" list for the Home Wing this would be it.

...Randy

## Tech Tips

### Troubleshooting

By Bob Neuner

On Saturdays, while I was building RV6 N130BN, (and believe me, that was a lot of Saturdays) one of my favorite radio shows I listen to was "Car Talk" with "Klick and Klack" the Tappet brothers, alias Tom and Ray Maliazze (PBS, 10:00a). My favorite segment on that show is "The Puzzler". A series of riddles, logic problems, and brain teasers, to which the listeners can win "next to worthless" prizes.

Far be it from me to presume to be as clever as the "Car Talk" guys, but I recently had to solve a puzzle of my own. See if you can figure out the answer given the following clues:

Last summer my oil pressure gauge began giving me some unusual readings. Now as you know, that's one gauge in which you want to have confidence. My oil pressure and oil temperature are the only new gauges in the plane. The rest were salvaged from the wreck I bought for the engine. They are Van's gauges (Isspro). The sending unit is Stewart Warner, from Van's as well.

Idle pressure seemed normal, about 50 lbs. at about 100 degrees F. The run up reading was 75 lbs. at about 1700 RPMs and about 82 PSI at takeoff power.

The problems started at cruise, after the oil came up to normal operating temperature. If I performed any steep turns, aerobatics, or ran into any moderate turbulence, the pressure would drop to about 65 lbs. and stay there until the next takeoff. Increasing RPMs, or cooling the oil by climbing into cooler air had no effect. It was pegged at 65 lbs.

I first suspected the gauge was sticking. I checked the connections to the gauge, and even moved the +12V from one circuit breaker to another...no change. I did another test by connecting the sense line to a "variable resistor" and slowly reducing the resistance. The gauge appeared to work normally throughout its' full range. The ground was replaced as well. I ruled out a bad gauge for the time being.

The sending unit is mounted to the right side of the firewall, up near the cowl, and connected to the engine by a high pressure Teflon hose. I had my doubts it was the connection to the sending unit. Since it was so easy to get to though the oil access door, I checked it every time I washed the plane. I tested the sender with air pressure, and another gauge I bought at Van's "garage sale". I found it to read a little low compared to the air pressure, but it moved through the full range of the gauge...in the hangar. The ground to the sender was also checked and had a solid connection.

At one point I thought I found the problem when Dave Lewis gave the sending wire a little tug, and it came right off. It was a problem, but not the cause of the unusual readings. The only thing left was the "shotgun" approach of replacing everything, including the wiring. I wasn't looking forward to that prospect.

I decided to replace the sending unit first, since it was easier to remove. I started on my way to find a replacement. As I rolled it around in my hand, on the way to the auto parts store, I knew immediately what was wrong. I knew right then and there, without any further testing, that there was no need to replace the gauge itself. It was the sending unit. I bought a new one, turned the car around, and returned to the hangar confident I had solved the mystery. Sure enough, the new sender fixed the problem and worked perfectly in flight.

How did I know the sender was the problem and not a sticky gauge? I also knew exactly what caused malfunction, do you?

*This is a test, see if you can figure it out before reading further.*

*(Continued on page 5)*

(Continued from page 4)

### The answer:

As I rolled the sender in my hand I could feel that my palm was wet. At first I thought it might be oil, but it wasn't slippery enough to be oil. It was water. When I returned to the hangar I cut the top off the sender. Water poured out. The corrosion around the sidewalls of the cap indicated that the water was about 3/8" high inside. Aerobatics, steep turns and turbulence sloshed the water around and soaked the resistor. The wet contacts of the sending unit caused the bizarre readings at the gauge.

I speculate the water was sucked inside every time I washed the plane. I would often wash the bug splatter off after a long day of flying. The engine and oil pressure sender were often hot. As the water dripped through the crack between the firewall and the cowl, it cooled the sender cap. A vacuum was created inside. Water was pulled in through the phenolic gasket on the top. Whenever I think I have considered every eventuality, the smallest things become humbling.

For now, I'm taping the crack between the firewall and cowl when I wash until I can find the appropriate "umbrella" to protect the sender from water. It never occurred to me that the firewall location would allow the water to drip and be pulled into the device. What's next????

...Bob

## Flying Activities

By Randall Henderson



The Northwest Aviation Conference and Trade Show, running February 23 and 24, can make for a nice antidote to the otherwise flying activity-barren northwest winter. In several past

years I've gotten lucky with the weather and been able to fly up there, landing at Puyallup Airport and taking advantage of the free courtesy shuttle provided to the show. But even if the weather precludes flying, it's not all that bad a drive up there. I suggest those wanting to plane pool or car pool use the oregon-rvlist email list to coordinate (see *Email Lists*, elsewhere in this newsletter if you're unfamiliar with the oregon-rvlist.)

Seminar schedules for the show are published in other publications including *GA Flyer* and the Seattle FSDO's *Aero Safe* newsletter, as well as on the web at [www.washington-aviation.org/NAC&TS.html](http://www.washington-aviation.org/NAC&TS.html).

And don't forget, Saturday mornings, 7:30 A.M. on 122.75 is the ongoing NW breakfast fly-out "meeting place" on nice weather days, winter or summer.

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



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

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



1/1/2002



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

**Builder's Bookstore**

<http://buildersbooks.com>

PO Box 270 Tabernash, CO 80478  
 970 687 2207 970 687 2197 fax

### Best sellers for RV Builders

#### Construction Manuals + Preview Plans

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

#### RV Construction Videos

Sheet Metal Tools	\$19.50	RV-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

**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

**Mitchell Analog 2 1/4" Aircraft Clock** — Has Hours/ Mins/Secs plus 2 set-able markers. Works great but needs new adjustment knob - \$10. Don Wentz - jwentz@columbia-center.org - 503-543-2298 2/02

**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

**UPHOLSTERY HIDE LEATHER** — A DEAL YOU CAN'T PASS-UP! I HAVE 4 HIDES OF [GRAY ONLY] TOP-QUALITY ANDREW MUIRHEAD FINE SCOTTISH LEATHER FOR UPHOLSTERING YOUR RV SEATS. EACH ARE APPROXIMATELY 50 SQUARE FT IN SIZE. ASKING \$250.00 EACH, WHICH IS HALF THE NORMAL RETAIL COST. CALL JUDY VANGRUNSVEN FOR MORE DETAILS, 503-648-3464, 03/02

**EAA CHAPTER 902** is selling Air Force A-2 leather jackets to raise money for it's hanger & educational building fund. Sizes range from XS to 3XL in Dark Brown or Black. Only \$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 garydun-



fee@earthlink.net or Jim Wasson 503-655-3301. We'll also take donations for the hanger fund and give you a receipt for tax purposes. 2/02

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

## WANTED

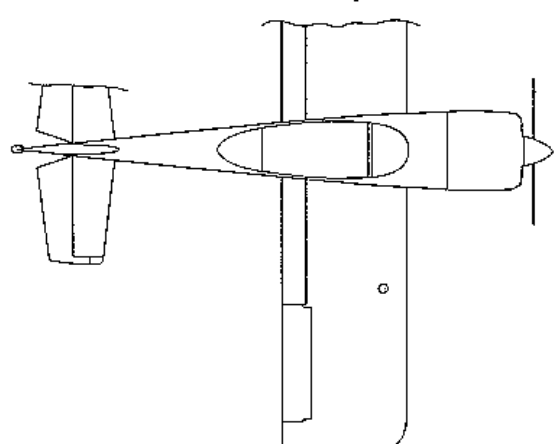
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### Use 'em!

Members are encouraged to take advantage of the classified section. Since it's free why not take a stab at unloading that unused airplane stuff. Besides, it's kind of interesting to look at all the odds 'n ends for sale.

Please note that the date at the end of each ad is the expiration date. They run for three months and then are dropped unless you want them renewed by notifying me.

...Randy



# 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,
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

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@attbi.com  
 Flying activities coordinator ..... Randall Henderson 503-297-5045, randallh@attbi.com  
 Annual fly-in leader ..... Don Wentz 503-543-2298  
 Home Wing web site ..... www.vanshomewing.org  
 Webmaster ..... Randall Henderson randallh@attbi.com

**IMPORTANT:** The Van's Air Force Home Wing newsletter is in no way a publication of Van's Aircraft or any other corporation. All products reviewed or mentioned are not necessarily recommended for use by the Home Wing, but are included for informational purposes only. All building or flying tips represented only the means by which the builder whose name is associated with the tip chose to build or fly his/her aircraft. Builder's tips are not meant to replace the plans and instructions from Van's Aircraft. All information is presented only as a source of information, and this newsletter is a forum for exchange and the sharing of ideas and construction methods only. NO responsibility or liability is assumed, expressed, or implied as to the suitability, accuracy, safety or approval thereof. Any party using the suggestions, ideas, or examples does so at their own risk and discretion and without recourse against anyone. The editor of the Home Wing newsletter and the builder's tips submitters are not responsible for any product, incorrect construction, design failure, unsafe aircraft operation practice, nor any other peril. Any material printed within may not be reprinted without specific permission, and then should include credit to the original source and author. The Home Wing newsletter is published more or less monthly. Subscriptions are \$10/year. Complimentary issue for new builders upon request. Mail or e-mail all subscriptions, ideas, tips, tricks, and articles to the newsletter editor.

### 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: \_\_\_\_\_

<b>Project:</b> RV-3 <input type="checkbox"/> RV-4 <input type="checkbox"/> RV-6 <input type="checkbox"/> RV-6A <input type="checkbox"/> RV-7 <input type="checkbox"/> RV-7A <input type="checkbox"/> RV-8 <input type="checkbox"/> RV-8A <input type="checkbox"/> RV-9A <input type="checkbox"/> RV-10A <input type="checkbox"/> (four place)	<b>Status:</b> Not started <input type="checkbox"/> Empennage <input type="checkbox"/> Wings <input type="checkbox"/> Fuselage <input type="checkbox"/> Finish kit <input type="checkbox"/> Flying <input type="checkbox"/>	<b>Newsletter</b> <b>Distribution:</b> E-mail (pdf) <input type="checkbox"/> Mail <input type="checkbox"/> PLEASE check the <b>email</b> box if you have an email address and can possibly accept the N.L. in electronic form. This will ease the burden on the editor and help save money that can be better spent on tools and such.	<b>EAA Chapter:</b> _____  <b>Payment:</b> Check <input type="checkbox"/> Cash <input type="checkbox"/> Info change only <input type="checkbox"/>
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