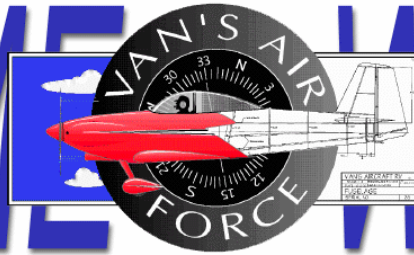


# HOME WING



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



*Home Winger Gary Daubert of Banks strikes a pose as he prepares to make progress on the canopy of his RV-8QB. Photo by his RV-builder-wannabe friend John Barker.*

# Events Calendar



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

## MONTHLY MEETING:

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

**Place:** Brent Anderson's RV-4  
Hillsboro Airport, NE Tee Hangar #A2  
**Date:** Thursday, May 9th, 2002  
**Time:** 7:00 pm  
**Phone:** 503-539-1295

The May meeting will be at Brent Anderson's hangar at Hillsboro Airport. If all goes as planned, Brent's plane will be out of the paint shop by then so we can all come put our fingerprints on it.... NOT. About the paint job, Brent just says "I don't think we'll be needing lights in the hangar any more...." Randall Henderson's RV-6 shares the same hangar, and there are a number of other RVs in adjoining hangars. So it'll be a good meeting to gawk at finished RVs.

## DIRECTIONS

**From Portland/Beaverton:** Take Sunset Highway (US 26) west to the Helvetia Road exit. Turn left off the exit (Shute Rd.) Follow the road south as it goes through two stoplights and becomes Brookwood Parkway. When you reach the light at Cornell Road Road, turn right (west), then right again about 1/4 mile later into the main entrance to the airport, then right once more, and go past Hillsboro Aviation to the gate for the NE T hangars.

**From Hillsboro:** Take Cornell road north, turn left into the Hillsboro Airport, turn right to go to the NE T hangars.

We'll plan to have someone at the gate to let people in between about 6:45 and 7:30. If there's no one there, call 503-539-1295. The hangar is A-2, it's in the last row on the right as you're driving in (first row on the left if you fly in), facing runway 02/20.

**IMPORTANT:** The NE T hangar area is an **active aircraft movement area**. Drive slowly and watch out for aircraft. Park only off the hangar ends; do not block taxiways or hangar doors. If it gets more than 4 cars

deep, park off another hangar end. And don't drive onto the taxiway!

If you're flying in, **just tell the tower you're going to the NE Ts**, and they can direct you if you're not familiar with the airport.

## Future meeting schedule:

June: Annual Fly-in, Scappoose  
July: Joe Blank RV-6, fly-in @ Skydive Oregon  
Aug: Dean Psiropolous RV-6A, fly-in @ Sunset  
Sept: t.b.d.

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## 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: 5/4/2002**

## 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: 5/16/2002**

## 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: 5/8/2002**

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## 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



## First Flights!

**H**ome Wingers Gary Dunfee and Bob Boring's RV-6As both took to the skies on March 23rd and March 24th. Gary writes...

*"Friday night while taxiing I kind of made a quick 90 degree turn while one side of my airplane collapsed. I did a quick shut down of the engine and went looking for damage, trying to figure out what had just happened, an old filled in gopher hole had decided to cave-in. The tire was underground, almost out of sight. The prop was 4 inches above the ground, you want pucker factor! Rob Butt and I put 13 gallons of rock and dirt into that sink-hole the next morning.*

*I had Mike Seager fly my first flight Saturday morning after he inspected it. I felt his experience W/6000+ hrs in type would allow him to respond instinctively if any thing was out of whack. He started with a high speed taxi, followed that with the first flight. On about the second orbit of the airport my mind was going "it's actually flying, it can really fly". The prop has a little too much pitch, I need to open the air to the oil cooler a little more and reduce the idle another 150 rpm. Other than that Mikes entry into my log ends with "Flys Nice".*

*When I got home Sat night there was a message from Bob Boring wondering if I had another used battery, the one he had for 5 years finally died and his plane was scheduled for it's first flight the next morning.*

*Brian put the one from the winch in Bobs plane Sunday morning."*

Bob writes...

*"Sunday, March 24, 2002 was the day of the blessed event. After a gestation period of over 7 years, N613LE was born. While I struggled with the decision, I had Mike Seager fly the first flight. I hadn't flown for over a year and a half, and am in the middle of some transitional training to meet insurance requirements.*

*The decision was easier when I recalled that all but one of my kids came into the world with the help of a professional. That one I did myself, out of necessity, not by choice. One daughter was born two blocks from the hospital while I was going through a red light. (I tell her she is legitimate but illegal!). I can tell you, sometimes doing it yourself is not the best way to go.*

*Mike Seager is a professional. With about 5000 of 9700 hours in RV's, and having brought many, pilots, up to speed for a new airplane, Mike came about 9 a.m. and we started going over the plane from nose to tail. I had all the inspection plates and faring off. After lunch we finished up and Mike climbed in, did a high speed taxi, came back by the peanut gallery, gave us a thumbs up and taxied to runway 25 at TTD and without hesitation, brought in full power and was off! What a great experience! My wife Carol, was even more excited than I was. I was more in awe of the whole experience. Mike went up to 1500 feet and circled the airport for about 30minutes. The landing and roll out were picture per-*



**Bob Boring's bird on March 24th.  
Still can't believe it, can you Bob?**

*(Continued from page 3)  
fect.*

*Mike said it tracks well and has a strong engine. He needed a little right rudder suggesting the need for a small rudder tab. It stalls at 55 mph . The oil temp stayed at 182 degrees with appropriate pressure. Now, I'm waiting for Mike to return from Sun and Fun (back to rain and pain?) to continue my transitional training. In the meantime, I've installed an aileron trim and am working on wheel pants and gear leg faring.*

*Thanks for sharing this "blessed event" with me and thanks to all of you who helped gave advice or showed interest and kept me motivated to build an experimental airplane. Whose next?*

*...Bob Boring, EAA#406946*

From all of us, congratulations to you both!

*...Randy*

**Announcing...**

# Builder's Motivation Day

Although most of us truly do enjoy the building phase, we build so that we can fly, and the multi-year building process can seem pretty long when you have only your daydreams to keep you going. Even though I'm personally now flying, I remember vividly the aching desire to actually fly my creation — waiting was pure agony.

So, since we're a group who's here to help and support each other I thought it might be a good idea to take one day a year and dedicate it to providing motivation to our members who are building by treating them to a ride in a flying RV. Let's give it a try, here's the deal...

**Date:** 5/11/02, weather permitting

**Time:** 9:00 am

**Where:** Scappoose Industrial Airport (SPB), west ramp

**Riders:** Current Home Wing members with an active project (pay your dues!)

**Pilots:** If you are flying and willing to give a couple of rides please let coordinator know. So far the following pilots have volunteered:

Denny Jackson, RV-4

Dan Benua, RV-6

Randall Henderson, RV-6

Bill Drake, RV-6

Stan VanGrunsven, RV-6A

**Procedures:**

- Both riders and pilots should register with coordinator *in advance by e-mail or phone*
- Everyone check in with the event coordinator on event day.
- Coordinator will assign riders and aircraft and coordinate all activity.

**Updates:** Watch the Home Wing web site for last minute news, especially for weather-related issues.

**Coordinator:** Randy Lervold, randy@rv-8.com  
360-901-2150 cell

If it goes well we could make it an annual event. Let's give it a try and see. See you at Scappoose!

*...Randy*

# Sun-n-Fun

n-Wind-n-Snow-n....

By Kevin Lane

**A**lthough I didn't go last year, Sun-n-Fun has been sort of a tradition for me. My first real cross-country trip in my new plane was SNF'98. Brian and I flew like 10 hours the first day, not even feeling tired with our RV grins beaming. The next year, Ellen and I went on to spend a few days in the Bahamas after SNF'99. Part of the tradition too, is to over-night in Gulf Breeze, an island off Pensacola, with the Smiths, who now live in their dream house on the water.

A true homebuilder, Tom Smith built much of his home, literally pulling miles of shielded romex and hanging hundreds of cabinets in the 9,900 sf home. He kind of went the IV-P route. SNF'00 included my brother, Michael, from Chicago, not a good place to fly into in April, and a side trip to the Keys.

This year didn't disappoint in the excitement arena, even though I went alone. I decided it was time to start practicing some long-range flight, not the kind of thing you invite friends to join along in. With the cargo ferry tank holding 18.4 gallons and most of my luggage stowed in the passenger seat and leg area I took off for Florida, not sure where I'd end up by the end of the day. Do you know that some people actually figure that out ahead of time and file flight plans and follow them? I prefer the more dynamic flight following method where the controller can subtly inform you of the current barometer reading when you start blowing your VFR cruising altitude. I have a new fuel flow meter and was anxious to try it out for real.

The tailwinds were howling. Over Colorado I climbed to 15,500' and got out the oxygen tank. Keeping the rpms at 2,200 for fuel economy I was seeing 160 to 177 kts groundspeed. My fuel flow was showing 4.4 gals/hr., the electronic ignition 42.4 degrees advance spark! I was above the real turbulence near the mountain ridges. Then, something didn't seem right, that nice

oxygen fix wasn't there. Despite the tank reading 1,200 psi when I left, it was now empty. I learned later that I was using the wrong scale to adjust the flow. Man, I was booking and had to come down soon. I dropped to 13,500' and started to feel the turbulence. Another 1/2 hour and I'd be over the mountains. I tried some power breathing and easily made it over, then dropped to 10,500', trading tailwinds for oxygen.

My custom molded seat was working well, no sore back yet. I fought some droopy eyes with a snack. I was into my wing tanks now, switching each hour to help balance the plane right and left. With the daylight running out, I was now in the Central time zone, I landed for the first time in Sherman, TX, northeast of



*An R/VF-4 spotted at SNF that might be a bit faster than a Lycoming-powered version, ya think?*

Dallas/Ft Worth. I still had over 8 gallons of fuel. Nine and a half hours. I felt fine. Could I do twice that and stay awake all night?

The only courtesy car was about to be driven away. I jumped in with the guy to find a motel. Mark had a definite farm boy demeanor, even said "yup" a lot while I spoke.. The more I talked with him though, the more I was impressed. He was flying a 172. He flies it about 1,200 hours a year. He takes pictures of farm-houses and other salesmen try to get the farmers to buy them. There are 50 employees in his company. Mark uses county maps to locate the houses and photographs

about 100 houses a day. He takes the pictures himself, out the window, while flying, using a 4x6 large format camera, marks the photo exposure number on the map with color coded pencils, loads film every 20 exposures, and doesn't crash or get lost. He "cheats" and has a GPS, a Garmin, the \$99 non-aviation model. Eight thousand hours in a 172. The other competitors use two people, a pilot and a photographer.

The next day was a relatively quick hop to Pensacola, home of the Blue Angels. Jenny Smith picked me up at the airport and took me to their new home. With all the rooms so large the size of the house actually seemed almost normal. Of course her pantry has two sinks, and there is a wine cellar, but my favorite, of course, was the deck, complete with the promised "gulf breeze". With no bad weather days needed so far, I was now a day early and actually enjoyed helping lay 4 pallets of sod with Freeman on Friday.

It always surprises me how long it takes to fly to Lakeland from Pensacola. It actually is a time zone change. After being passed off by many military controllers as I flew down the coast I finally arrived at Lake Parker, the staging area for SNF. We had a problem. The airport was closed, which meant someone most likely had crashed. In the next hour I circled Lake Parker 15 times with promises that the airport was just about to reopen. The rules were simple, 1,200', 100kts., follow the shoreline and the plane ahead of you. Perfect VFR weather. Faster planes used 1,700', slower ones stayed over the lake. So as I was weaving around, attempting to follow the guy ahead of me rather than follow the lakeshore, 4 planes would pass me, maybe 100' above me. Are they with the 150 kt. group? No. It was insane. Around we went, and the order just got worst. These guys are going to be landing with me too! Eventually I got the order to head for the airport, or at least I think they were talking to me, it wasn't real definite. Can these guys distinguish a -6 from a -6A? At the airport they had a displaced threshold, 3,200', which meant you landed WAY down near the end. Not too hard, just different, at least for me. I discovered later that a tri-pacer had landed on top of a RV-6 killing the pilot. Later another pilot did a go around when the plane ahead of him landed on the numbers. Unfortunately the pilot behind him flew into the landed plane's tail, but no one was hurt too badly. But, I got on the ground and parked with the rest of the RV's, never to move until it was time to leave. Now my plane is a working plane, high hours, ferry tank with Pro-seal all over it. Who do I park beside? A prior grand reserve champion and my favorite pearl yellow Harmon Rocket of course! Thank god for the canopy cover!

You know, I never write about the actual SNF event. Read the magazines for that stuff. But you won't read about things like the blue grass band I ran into every night. The first night of camping I heard what sounded like someone playing their radio kind of loud. There was quiet applause though that didn't make sense though. The next night I was walking back to my tent and heard it again. It turned out to be three people playing bluegrass. The fiddle player was a woman of incredible talent. That's why I thought I was hearing a recording because these people were that good. They were just sitting between their camper trailers playing for themselves mostly. I spent the rest of the night there listening. The following nights went similarly, with the audience steadily growing. Apparently the players were Sun-n-Fun volunteers by day. Often the evening would end with the audience demanding the song about being cremated and put in a Mason jar where you could see out and watch the world go by.

On the return trip I stuck in southern Georgia with low ceilings and an unexpected radio antenna. That shook me up enough that at one point I found a small hole and just circled to gather my wits and change my strategy. Ignoring direction and flying towards the brighter skies worked and eventually I could see where I had flown into a crescent of low clouds. At one point I had to pull on the stick hard and went IMC. Slowly pushing the stick forward easily so as not to kill the engine with zero G's I was shaken to realize that what felt like level flight was a dive at about 45 degrees. Of course flight following and flight watch wouldn't answer through all of this, although another pilot did speak to me. The rest of the trip to Columbus Ohio was simple. The following day I managed to sneak into Palwaukee (PWK), Chicago, for a visit to my brother's family. The VFR corridor up the lakefront past Meigs Field is always worth it, even with the low cloud ceiling.

I visited Ann (see prior story on, umm, never mind) in Missouri. From there I got as far as Wyoming. Rock Springs was reporting winds of 32 with gusts of 45. The controller pointed out to me that it was possible to get flipped over while taxiing. Actually I don't know what the cross-wind component is for my -6A. I decided to head north to Riverton. As I made the turn downwind I set a new personal best, 230kts ground speed, 180kts airspeed. The next day all of southern Idaho had gone to hell with snow, sleet, and IFR conditions. My plane got damaged when the wind broke my rudder gust lock and slammed the rudder into the elevator hard enough to tear the sheet metal, even though they seem to have 1/2" clearance. I decided to try to fly around the weather rather than wait for improvements

*(Continued on page 7)*

(Continued from page 6)

which were not promised for several days. I ended up flying 80 miles south of SLC and finally calling it quits in La Grande, unable to get over the easternmost Oregon mountain ranges. There I talked with a Canadian Cherokee 140 driver who had just made it over the pass by following I-84 all the way. He said he was at 500' at Meachem Pass in light snow, but that it wasn't too bad. I headed out again following the interstate. Actually having the road beneath you seemed to make the visibility improve. It also probably makes you fly in stuff you shouldn't be in. I would guess that I was in a full blown snow storm and let's say 400' above the highway when I decided to turn around. All those aerobatic turns pay off in times like this, knowing that the ridges on both sides were maybe another 400' higher. The natural tendency for the RV to gain altitude in a turn however wasn't helpful. Once while winding through the pass I went IMC, and pushing forward on the stick in order to see the ground felt real strange. I am sold on short wings, even if it is just for the feeling of security and clearance.

I spent the night in La Grande.

The next morning nothing had really changed. I was ready to come home. The pass was improving. Maybe by 10 am. I thought. By 10, the pass was worse than ever. An Ameriflight pilot flew in from HIO to deliver packages. He convinced me to try VFR on top. Another charter flight arrived from Bend. She told me the tops were at 18,000'. I took off anyways through a big blue hole and soon saw tops at 8,000'. The pass had clouds to 14,000' but I skirted around at 13,500'. By Pendleton it was widely scattered to clear. By Crown Point it was 1,200' and light rain, but I was almost home.

Obviously I made it home. Bill B. must have helped me in Georgia avoid a radio antenna. After hearing about how I walked away from totaling my motorcycle last month, Jenny Smith said "the Lord must have wonderful plans for you, Kevin". Here, I thought I was just a slow learner.

...Kevin

## International Operations

By Randall Henderson

**A**s you can see in the Flying Activities column, there are a couple of activities coming up that will involve border crossings into Canada. So it's a good time to review the border crossing and Canadian flying procedures, including any changes since September 11.

CANPASS was suspended after September 11, but thankfully reinstated in April. Definitely a hopeful sign in the search for intelligent life in the universe! However, there's no more "casual" CANPASS -- an aspect of the program which last year enabled us to land at Penticton on a weekend and clear via telephone even though we hadn't signed up for the program. So the bottom line is, those of us who aren't officially participating in CANPASS (a process that involves a fee and application well ahead of any planned trips), will need to stop at a port of entry

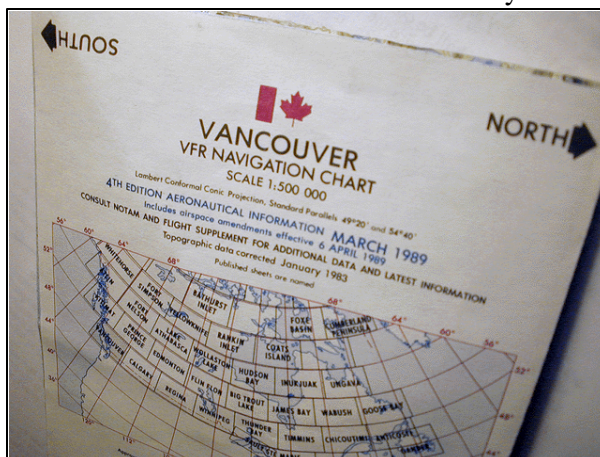
during regular customs hours. No problem -- for the Salmon Arm trip, Kelowna is a port of entry with customs service 24/7, and is just up the way from Penticton. For the Langley event, the stop would be Abbotsford, which also has customs 24/7.

The only other change as far as Canada is concerned is that the advance notice hours have changed. We now need to call Canadian customs 2-48 hours in advance, as opposed to the previous 1-72. The number is 1-888-CAN-PASS (1-888-226-7277).

As before, you also need to file a flight plan before making your flight across the border. This is a separate phone call, and you **MUST** make both calls -- ADCUS alone on your flight plan won't do it. The number for that is the usual: 1-800-992-7433.

For more info on Canadian customs and CANPASS, go to [www.cra-adrc.gc.ca](http://www.cra-adrc.gc.ca) or call 1-888-CAN-PASS.

That's about it for Canadian customs. The other thing to think about is Canadian CHARTS. I found out last year that while similar to our charts, there are some subtle differences that can throw you off. Little things like controlled airspace boundaries, the nomenclature for which is different enough that they can be missed if you haven't studied the charts beforehand (ask me how I know). The Canada Flight Supplement (their version of our Airport Facility directory) shows such boundaries



*(Continued from page 7)*

more clearly and in any case is something you should probably have a copy of, or at least be flying with someone who does. Charts and flight supplements are available through Sporty's Pilot Shop, among others.

One thing that can be confusing to us Americans is the requirement to file a flight plan for flights within Canada. The CARs state: "(2) No pilot-in-command shall operate an aircraft in VFR flight unless a VFR flight plan or a VFR flight itinerary has been filed, except where the flight is conducted within 25 nautical miles of the departure aerodrome." Sounds pretty clear, but wait -- what's this "flight itinerary" thing? Basically you just tell a buddy where you're going and when, and you're covered. Of course, this **ONLY** applies for flights within Canada -- for any border crossing flight you **MUST** file a border crossing flight plan with FSS.

As for returning to the US, things are pretty much unchanged. Call your port of entry At least 1 hour in advance, file a flight plan with flight service, land within 15 minutes if your ETA, have all your paperwork at hand, etc. Ports of entry, hours and phone numbers can be found in all the usual places -- AOPA Airport Directory, A/FD, etc.

As far as paperwork is concerned, make sure you have all the "normal" stuff (see checklist, below). Then there's that nasty old RADIO STATION LICENSE. Not needed these days for flying domestically, it still is required for international flights. Technically you need both a Radio Station License for the plane, and a Radio Operator's Permit. In the past these items have typically been overlooked by customs officials, but in the current climate, with the increased threat of renegade private pilots terrorizing the skies by flying over the borders without proper FCC documentation, we might find that they are more strict about such things.

When re-entering the US you will need to fill out a customs declaration form (form 178). The agent will have them but it will go faster/smoothier if you have it filled out in advance. If you don't already have one, they'll probably also hit you up for the \$25 customs sticker, although last year when we cleared at Bellingham the agent waived the sticker/fee for all of us on the basis that we weren't planning to do another border crossing that year. That may or may not be current procedure, but in any case you can deal with it when you clear.

There are links to all of the aforementioned forms in the **Tips, FAQs, Downloads** section of the Home Wing web site ([www.vanshomewing.org](http://www.vanshomewing.org)). I'll try to have copies available at upcoming meetings and at the Home Wing fly-in as well.

To help myself and others prepare for border crossing trips, I made up a checklist:

#### PAPERWORK

- Canadian Charts
- Canada Flight Supplement
- Proof of Citizenship (passport, or birth certificate or notarized copy)
- Airman's Certificate
- Airworthiness Certificate
- Aircraft Registration
- FCC Radio Station License (temporary copy good for 90 days)
- FCC Radio Operators Permit (temporary copy good for 90 days)
- Weight and Balance
- Canadian Homebuilt Authorization
- US Customs form 178 (optional)
- US Customs sticker (optional)

#### FLYING TO CANADA

- Notify customs 2-48 hours in advance: 1-888-CAN-PASS
- File a flight plan with flight service: 1-800-WX-BRIEF
- Land within 15 minutes of your filed ETA
- For flights within Canada, file a flight plan, or a flight itinerary with a "responsible person"

#### RETURNING TO THE US

- Fill out customs form 178 before arrival (optional)
- Notify customs at port of entry 1-24 hours in advance
- File a flight plan (phone #s in Canada Flight Supplement)
- Land within 15 minutes of your filed ETA
- Customs sticker and \$25fee (can do this when you clear)

Seems like a lot to do, and it is a fair bit of extra hassle. But for the chance to visit this beautiful country and enjoy the hospitality of our neighbors to the north, it's well worth the effort.

*...Randall*

## Flying Activities



### Flying Activities Coordinator:

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

The spring and summer flying season was officially kicked off by Sun-N-Fun. Other than Van's crew, I haven't heard of any Home Wingers who made it, although Rob Hickman's ACS2002 Engine Monitor did — it was on display at Pacific Coast Avionics. Response was good, and he has "orders in hand" (including mine!)

The **Builder's Motivation Day** is coming up on **Saturday May 11th**. For details, see Randy Lervold's article elsewhere in this newsletter.

**Langley Aero Club and VAF Canada Wing's RV Fly-In** will be held **June 8th** up at Langley BC, just across the border from Blaine WA. There'll be seminars from the likes of Eustace Bowhay and Bart Lalonde, awards, aerial demos (Navion formation team), and camping on-field. They're hoping to get a good showing from their US neighbors, so let's not disappoint them! Randy and Randall are planning to go, and Jake Thiessen has also signed, and the word from down south is that Gary Sobek and Paul Rosales will be up from the SoCal wing. Contact Tedd McHenry, (604) 574-4764, [tedd@mchenry.ca](mailto:tedd@mchenry.ca), web site [www.vansairforce.org/CYNJ](http://www.vansairforce.org/CYNJ).

Of course the following weekend is our own **Northwest RV Fly-In** at Scappoose on **June 15**. Don't forget to sign up for a work shift! Don Wentz, 503-543-2298, [jwentz@columbia-center.org](mailto:jwentz@columbia-center.org).

Several of us will again be taking off from there for **Salmon Arm** and their Father's day event on **June 15-16**. In the spirit of "safe and sane formation flying", we're hoping to keep it to 2-ship flights this time, at least unless/until more of us have had a chance to formally practice FF together (remember that whole "safer formation" thing we've been talking about at the meetings?) But lets get together at Scappoose before departure, just for a last minute briefing.

I'm still not sure about the date, but the **Cactus Pete Air Race** at Jackpot, NV is usually the first weekend of July. I'm one of several people who want to give it a go again this year. Check the June and July newsletters for details.

**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 and camp under our wings at that fun grass-roots aviation event. [www.nweaa.org](http://www.nweaa.org).

**Oshkosh** is **July 25-29**, 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](http://www.airventure.org).

That **Camp-out** we've been hoping to put together for the past several years might just happen this summer. Anyone who's interested in that (and isn't too worried about chipping their paint on a dirt or gravel strip), talk to Randall. At this point we're tentatively planning on Red's Horse Ranch, sometime in **July or August**.



And as always, the "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!

...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@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@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)



*Don't Miss the*  
**ELEVENTH ANNUAL NORTHWEST RV FLY-IN**  
*Click here for details....*

## Fly-in Staffing

Leaders for all the main functions have stepped up, thanks! They still need help however. Please contact them in advance or on the day of the fly-in to help. You can reach me at 503-543-2298 or jwentz@columbia-center.org.

*...The Duck*

Team	Leader
Setup/takedown	Joe/Char Miller <a href="mailto:jwmcmm@aol.com">jwmcmm@aol.com</a>
T-shirts	Mike Wilson <a href="mailto:james.mike.wilson@intel.com">james.mike.wilson@intel.com</a>
Food	Janet Wentz <a href="mailto:jwentz@columbia-center.org">jwentz@columbia-center.org</a>
Aircraft parking	Scott Orr <a href="mailto:aviatorr@hotmail.com">aviatorr@hotmail.com</a>
Auto parking	Jeff Jasinsky <a href="mailto:jasinsky@pacifier.com">jasinsky@pacifier.com</a>
Ground radio	Mike Roberts <a href="mailto:mrobert569@hotmail.com">mrobert569@hotmail.com</a>
Publicity	Randall Henderson <a href="mailto:randall@edt.com">randall@edt.com</a>

# 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

**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@xpirt.net](mailto:ronstory@xpirt.net), 8/02

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

**Andair Gascolator** — Mounted but never used. Will include firewall bracket. \$100, Mike Robbins, 425-392-9260 [kitfox@gte.net](mailto: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](mailto:wallyander@earthlink.net), 5/02

**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

**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](mailto: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.



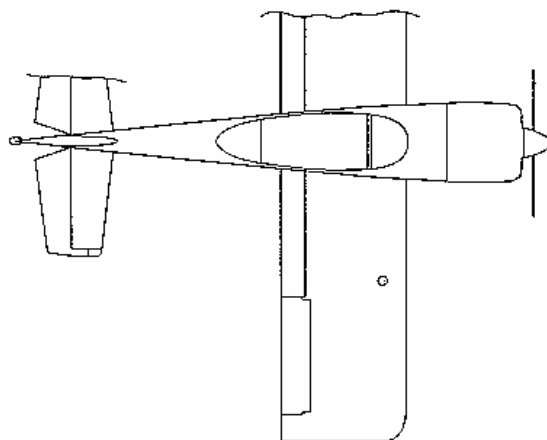
## WANTED

**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](mailto: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](mailto: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](mailto: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](mailto: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 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  
Here's the people who do the work:**

Newsletter Editor & E-publisher ..... Randy Lervold 360-817-9091, randy@rv-8.com  
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 Meeting Coordinator ..... Randall Henderson 503-297-5045, randallh@attbi.com  
 Flying Activities Coordinator ..... Randall Henderson 503-297-5045, randallh@attbi.com  
 Annual Fly-in Boss ..... Don Wentz 503-543-2298  
 Home Wing web site ..... www.vanshomewing.org  
 Webmaster ..... Randall Henderson randallh@attbi.com

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### Home Wing Membership Sign-up/Renewal

To join or renew, fill out this form and mail to **Randy Lervold, 5228 NW 14th Circle, Camas, WA 98607**, along with \$10 for renewals or new subscriptions. **Please make checks payable to either Randy Lervold or Home Wing.** If you are renewing you only need to give your name, payment method, and any other information that has changed. Please don't forget your e-mail address and newsletter distribution method.

**Use this form for address changes too!**

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

<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 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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