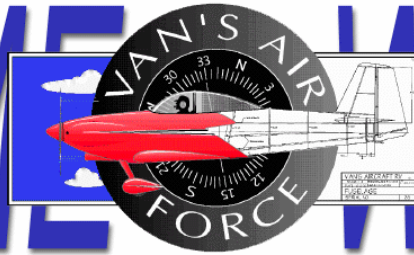


HOMEWING



www.vanshomewing.org

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



Don Wentz, Randall Henderson, and formation coach Gary Sobek form the remainder of a 4-ship right echelon during formation training at Van's Homecoming. Photo by Cassie Lervold.



Events Calendar

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

MONTHLY MEETING:

(2nd Thursday every month, various locations, 7:00 pm)
The October meeting place is scheduled to be at Jeff Jasinsky's house. Jeff is fast nearing the "move it to the airport" stage of his RV-8 project.

Project: Jeff Jasinsky's RV-8 project
Address: 2112 NW Hood Dr., Camas, WA
Date: Thursday, October 10, 2002
Time: 7:00 pm
Phone: 360-834-6315

Driving directions:

Take Hwy 14 East (on the Washington side of the Columbia river) from either I5 or I205 heading toward Camas. Heading East on Hwy 14 take the 164th Ave exit, which is about 2 MILES from the I205 Bridge. Turn Left onto 164th Ave heading north. Continue for about 1/4 mile and turn right onto S.E. 34th St. About 2 miles you reach a 4-way stop sign, at the stop sign turn right onto N.W. Parker St. Continue on Parker up the hill to another 4-Way stop sign, at the stop sign turn left onto N.W. 16th Ave. Continue up the hill, at the top of the hill the road will veer to the left, at this point the road turns into NW Hood St. Continue STRAIGHT on NW Hood St. until you come to NW Hood Dr. (third street) turn right. Jeff's is the second house on the right hand side.

Future meeting schedule:

Nov: Charlie Kaluza's RV-6, West Linn
Dec: t.b.d.
Jan: 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: 10/5/2002

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: 10/17/2002

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: 10/9/2002



Yes, Bob Nuckolls is coming to town, the date has now been confirmed. The AeroElectric Connection Seminar has been set for the weekend of October 12th & 13th.

Location: **Twin Oaks Airpark
EAA Chapter 105 Hanger**

For more information, or to reserve your spot, the sign up sheet is posted at:
www.aeroelectric.com/seminars/hillsboro.html

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.

Editor's Hangar

Randall's writing adventures

Our own Randall Henderson has hit the big time: he's now a professional published author! Those of you who subscribe to Pilot Getaways likely immediately recognized the RV on the cover of the Fall 2002 issue. Not only did that gorgeous photo make the cover but he wrote a very polished article on Seaside that begins on page 40. Congratulations Randall!

If you haven't discovered Pilot Getaways you're missing out. It really is a very well done magazine written by pilots and for pilots. Subscription and other info can be found at their website at www.pilotgetaways.com.

Formation flying

Once you're flying your RV the siren song of formation flying will likely call. Space in this newsletter has been devoted to it, and Van himself wrote an article on it in the latest RVator. His final comments on it, and in essence his advice, were "Either do it right or don't do it at all".

As obviously dangerous as formation flying can be, it can be learned. Randall and I began our schooling at last year's Homecoming with SoCal leader and FFI card holder Gary Sobek. Gary was kind enough to take us hackers up and weave around the sky with us in an attempt to drill some formation disciplines and skills into us. We then proceeded to practice whenever we could throughout the last year. Gary was back up for both the Langley fly-in and also the Homecoming this year. We practiced more during those visits as well, especially 4-ship work. We're still not Blackjack material, but I think we have mastered the basics and learned how to brief, fly, and debrief a flight with reasonable competence.

Our very own Duck is a case in point. Prior to taking his plane out of service for over 3 years he had accumulated lots of time flying enroute gaggles. Gaggles are not formation flight however and when the Duck began flying with Randall and me this year he found out the difference for himself. At first he didn't know the sight picture for proper station keeping, struggled with crossunders, and wasn't familiar with any of the procedures or handsignals necessary for flying formation properly or efficiently. All that has changed however

(Continued on page 4)



TOP: Randall's debut as an aviation writer is impressive indeed, even snagging the cover spot!
BOTTOM: Can you guess where this is? Randall's not telling. All he'll say is, there were no footprints on this beach — only a pair of gray wolf tracks. Paradise! Look for the story soon.

(Continued from page 3)

and the Duck can now snuggle right up on your wing and stay there, snap off a crisp crossunder with just the proper handsignal, and do a re-join like he's an F-16 jockey. Mike Wilson has joined in lately also and is coming along nicely too. Bottom line: any of us can learn this stuff, you just need to understand the procedures, the flight mechanics, and then practice until you get it right.

For those interested in joining in just say so to any of us and we'll be glad to tell you what we know or include you in a training mission. A good way to start is by getting a ride in someone else's plane during a formation "mission". That way you'll get in on the briefing, the entire flight, and the debrief.

Don't ask to get involved though until you've satisfied the prerequisite: acquire and read a copy of *thuh book*, the T-34 manual. I purchased a dozen copies for resale to Home Wing members and still have four or five copies left. Just let me know if you'd like to get a copy.

...Randy



Randy, the Duck, and Randall put together a fairly tight 3-ship left echelon at the annual Scappoose Airport Appreciation Day last weekend.

Photo by Janet Wentz.

Editor's note: This month features the conclusion of Rion's classic 1994 Oshkosh trip. From the first installment, Chapter 1 "Hair's afire; how they sell at the big show; buzzed by a Harrier", we then were titillated by Chapter 2, "The Acey-Deucey". Fasten your seatbelts, we conclude with the final installment. I don't know about you, but I've really enjoyed this little tale and think Rion's got quite a way with words. Next time you run into him you might encourage him to continue.

...ed

Chapter 3: The Cowboys ride away; the Duck's engine quits on final; gas fires in Rawlins

The next morning, Saturday, the third day of the convention, Dan gets up at the proverbial crack of dawn, and goes to get our departure briefing. Something is wrong with my head, and Dougman and the Duck are complaining of the same flu, with the Duck having the worst case. We break camp quickly and load everything into the RV's, including the lawn chairs. The plan is to make a quick leg to Portage, Wisconsin for breakfast, and plan the return there. We hail a linesman, and he directs us out to the taxiway on his scooter, with the Duck and Dougman following Dangerous Dan and Shagman.

We get up to the intersection, and do our runup. I look over and see the Duck is out of his cockpit with the engine shutdown and doing field repairs. Seems he left the top piano hinge wires out when he put his cowl back on after replacing the starter, and noticed it when he went to higher rpm's for the runup. A KR-2, Christen Eagle, and Avid Flyer are backing up behind him, and the controller directs them around us. The Duck finishes installing his cowl, gets back in, and we take off as a flight of two RV's for Portage. We can't see any clouds because the humidity is 150 percent. Pure pea soup. We stay at 2500 feet so we can see the ground. We make Portage in short order, fill up for gas, and ask the FBO to hail a cab, which she does on the same radio she uses for Unicom. Her office is the first wood-paneled Quonset hut I've ever seen. We ask the cabbie to take us to a good breakfast, and he drops us off at a cafe on Main Street, Middle America. Lots of old brick buildings, high curbs, baseball caps, plaid shirts, down vests, and jeans. The waitress is jocular, the sausage the best of the whole trip, and the coffee the most welcome. Revived, we catch a cab back to the airport, and at the gas pumps,

(Continued on page 5)

where we paid \$1.95 per for 12.5 gallons, see the most Rube Goldbergesque homebuilt ever. The wings are salvaged from a production plane, to which the builder has attached two square wooden booms that run back to a square horizontal stab with twin rudders. The fuselage is a VERY rough fiberglass shell with a VW engine in pusher configuration. I am surprised the FAA would sign off on it, but it has and the pilot is from Texas in Wisconsin, so I guess it is airworthy, although it sure didn't look it. Two Long EZ's are also filling up on the way to Oshkosh, which feels strange. For us, the convention is over, and it seems out of time for others to be still heading in.

I take all of our WAC charts and anchor them with rocks across a picnic table. Dan plots three legs as our planned course for the day: Stefan Memorial, NE, Torrington, WY, and Rawlins, WY. We agree to evaluate our condition at Rawlins and decide then whether or not to go further. We had originally planned to try to make it in one day, but our late breakfast and flu epidemic make that unlikely. Once airborne, Dan and I put a George Strait tape on, and are singing along to "The Cowboy Rides Away." I'm feeling nostalgic for the Acey-Deucey already so I hit the push-to-talk button at the chorus to share the mood with Dougman and the Duck, and a stranger's voice comes back on 122.75: "Don't quit your day job."

It is a long leg to Stefan Memorial in east Nebraska, just outside of Norfolk, where we pay \$2.08 per for 22.9 gallons, then get right back in to fly another long leg to Torrington, Wyoming, just over the Nebraska/Wyoming border where we intersect the Oregon Trail. We had climbed to altitude over Nebraska, but when we get to Torrington, the terrain has risen so much, we don't have to descend to pattern altitude. As usual, Dan leads, and the Duck is right behind us. When Dan and I pull up at the pumps, Don is still out at the approach end of the runway, stopped. He starts rolling and taxis in. I walk over as they climb out and start looking over the airplane. Don had failed to coordinate his mixture and throttle with the altitude and the heat, and his engine quit about ten feet above the runway. "Seemed kinda weird to see that big wooden blade standing still while we're airborne. I pushed the stick forward, but we still landed kinda hard." The only damage was a creased gear fairing and two pairs of shorts. We paid \$1.85 per for 20 gallons at Torrington and saddled right back up for a short leg to Rawlins, WY. This leg over Wyoming, there are scattered thunderstorms, and scattered grass fires from lightning strikes. One big thundercell is right in our loran course. There is a gap in the middle. Dangerous Dan's hair starts smoking, and he suggests over

122.75 that we shoot the gap. The Duck refuses to follow us, and since our lorans have been sporadic in the mid-continent gap, we turn right to stay with the Duck. A few minutes later, I look over past Dan and the gap is filled with lightning streaks. At Rawlins, we land just as the FBO is getting ready to close for the day. We pay only \$1.78 per for 8.5 gallons, but \$15 per for hangar space. Rawlins is not much more than a waystop on Interstate 80 without a tree in miles. Its major industries are oil rigs and motels. I want to push on to Pinedale, where I spent some time in my youth, or Big Piney, both of which are more scenic, but the others have had enough, so we call a motel van and head in to town.

We shower for dinner and gather in the motel lounge, where Dougman and the Duck challenge Dangerous Dan and I to a game of doubles pool. Dan and I are obviously outclassed, so we turn the table over to Doug and Don. Doug sinks three balls on the break, but Don wins the game, so I know we are in for a treat. Dougman wins the second game, and almost runs the table in the third, but the Duck makes a fantastic comeback and takes the rubber game. I ask if they had mis-spent their youths in pool halls, but it turns out they both were in the Air Force. Join the armed forces and learn a trade.

The motel van took us to the newest and best restaurant in town. It's one of those cozy converted older homes where they scatter the tables through what used to be living room, dining room and study. We are led to a table in the old parlor with two other parties. I decide for once to go for the beef, and order the house special, an 8 oz. ribeye. Despite my warnings about diverticulitis, Dougman orders the 22 oz. prime rib. When the food comes, the ribeye turns out to be a slice of the prime rib they put back on the grill. It's good, but would have been better as just prime rib. Don ordered his usual baked beans with his meat, which naturally leads to a remark about passing gas, which of course causes someone to mention lighting the same, which leads to someone telling about a relative who suffered a blowout doing the trick, and thereafter spent inordinate amounts of time at family functions in the bathroom tying off, not drying off. We are all howling with laughter. I try to reproduce a Monte Python routine about a British championship farting contest, the names for the different variations, and what constitutes a disqualification, but I must not have gotten the announcer's British accent just right, because the story falls flat and the room silent. We look around and are alone in the cozy parlor, although we hadn't ordered last. We pay up, call the motel van, and go out on the sidewalk to wait, where we watch the local teenagers cruise around in pickups on Saturday

night. Dougman walks up and down the block trying to work off the 22 ounces of prime rib.

We plan to get an early start the next morning, but the restaurant across the street doesn't open until 8 am, so we get the motel van to drive us to a truck stop for breakfast. After breakfast, we call the motel to tell them that the four pampered pilots are ready for the van again. We can see the airport across a little valley from where we are standing, which makes the thirty minute wait for the van especially frustrating. We finally get airborne on a cool, windy, overcast, morning and fly all the way to Burley, ID where we land in warm bright sunlight. Burley is a beautiful little town on the Snake River surrounded by irrigated cropland. The Duck appeared to be right behind us, but can't

find the airport and lands several minutes after us. There are two FBO's on the airport, one of which does restorations. When we come to the decision point, the other one sends out a cute linegirl in short shorts to lead us up to the pumps. I suggest we follow her, but Dan points out that her FBO is sure to have the more expensive gas, so we turn left and pay \$1.91 per for 20.3 gallons. I'm out walking around when the Duck and Dougman finally taxi in. They follow the linegirl. Dan and I check out a Taylorcraft our FBO is restoring. We also look over the wreck of a huge cropduster with a big radial that is resting on a flatbed behind a hangar. It is the worst damage I have ever seen to an airplane. Two of the jugs were ripped clean off the engine, and one of the wings had been torn in two by a tree. Our FBO tells us the pilot had walked away. I walk over to the Duck's FBO where he and Dougman are watching the cute linegirl up on his wing cleaning his windshield to see how much extra they had to pay for the nice view, and am disappointed to discover they paid less. Who woulda thunk it?



The author.

There isn't a cloud in the sky when we blast off from Burley for our last leg across Oregon. Dan is letting me do most of the flying at altitude. The air is so calm this leg, I can't keep my eyes open, and have to give the controls to Dan so I can nap. Guess I better put an autopilot in my RV-4 if I intend to do any long cross-countries solo. We have finally gotten the formation flying down, and don't lose sight of each other until we split up at Mount Hood, saying our goodbyes on 122.75. The Cascades seem like a major obstacle for my Champ, but in Dan's RV, we cross them in what seems a nanosecond. At the crest, we reduce power for a long glide in to Aurora, where we pay \$1.65 per for 24.2 gallons at the little FBO at the south end of the runway where a young couple are sprucing up the grounds and the building. A fancy German glass motor-glider lands as we are filling up, and then one of the Ridells in a Pitts. We jump back in and hop over to Dietz, transfer the gear to Dan's car, and all too soon, the trip is

over. When he drops me off at home, the wife is outside washing her car and talking to the elderly gent who is our neighbor. I tell him I have just come home from an airplane convention, and he tells me I should have been home last Saturday: "Some fools in an airplane kept circling overhead at 6:30 in the morning and woke me up." "Is that so? Wonder who it coulda been?", I wonder.

Thank you Dan Delano.

The end.

...Rion

Epilogue: This article was written as a travelogue. However, the reader should note that not all trips to Oshkosh will be as fun as this one. Much depends on your traveling companions. Mine made the trip for me. Also, please note that some of the dialogue in the description of Friday night was "artistically enhanced": I added some dialogue to one episode to place me at the scene so I could recount it in the first person, and one episode is pure fantasy.

Reno or Bust!

(The Duck)

Probably 13 years ago I drove to Reno and attended the Sunday races. I've always wanted to fly to them in my RV but just never seemed to get around to it. This year, since I didn't make Oshkosh, I decided I should not 'wimp out' and just go.

The Oregon RV List had several threads about Reno, and I ended-up hooking-up with Bob Neuner and Greg Tanner (Brent Anderson went down earlier, but I couldn't get away). A plan was made and Friday night, Sept 13 I flew over to Bend Airport where Greg picked me up. I spent the evening with him and his family, having a nice dinner and then inspecting the varied and numerous projects in Greg's 'garages'. Greg has too many projects! He has his Dad's 56 Jaguar sedan that he put a Ford small block and automatic in, along with a Chevy Rack and Pinion. Very pretty car, lots of red leather, very cool. Almost done.

Next was a Lancair 235 project that he bought complete from an ex-Lancair guy. The guy built in many improvements from the later 360 airframe, had full panel, rebuilt engine, prop, the whole works, just needing 'some completion'. Greg bought the whole works pretty reasonably since the guy has moved-on to the newer Legacy and is working on them now.

The Lancair is so he will have something to fly while he finishes - his RV-9 project! Tail and wings complete, it's on hold. He has a garage full of parts, including a complete firewall fwd from a Grob 115. This is a complete O-320 with baffling, oil cooler, all accessories, etc. Evidently in Germany they don't rebuild engines, they replace them, so he got the whole works, first run-out, very inexpensively. Anyway, the tour of Greg's stuff was great, if not overwhelming!

Up early Saturday and at 7 am we're jumping Bob out of the Sun over Bend, flipping-on the Navaid in Tracking Mode (awesome!) and heading for the Deserts of southeastern OR.

(Greg Tanner)

I started watching the RV list a couple years ago just before or just after (can't remember now) I began building my RV-9A. Shortly after I came across Doug Reeves site and the Oregon RV list. This is how I met Don and many other Oregon RVers. Bob Neuner posted on the Oregon RV list about getting some people together to go to the Reno Air Races. Randy popped up with a maybe and so did Don. Since Bend is kinda on

the way I figured I had a better than 50/50 chance of hitching a ride. Don came to my rescue. Even better, Bob said he would fly over our way Sat AM and meet up with us.

Don showed up a little after 6:00 Friday nite and I picked him up at the Bend Airport and helped him put his baby to bed. Off we went to my house. He's right -- I have way too many projects. I didn't even show him all of them. I didn't want to overwhelm him heh heh. (there's three more car projects out back).

Before dinner I showed him the Lancair. It's in my double car garage, sharing room with my chopped scooter (it's covered -- I built it in 1980). It's a little crowded in there with the new vanity, toilet, and sink for the master bath re-model I have to get going on soon. When I was showing him the cockpit of the Lancair, he noticed the canopy sitting next to the fuse and commented that it wasn't very stable sitting there. I knew that but I usually had it sitting in place on the fuse. (Horrors -- he knocked it over and BROKE it last week! DW)

After dinner we went out to the shop (built on next to the garage) and I showed him the Jag project and my RV (which I wish I was working on more). We looked over the O-320 D1A I bought from a fellow in Germany and I asked Don a few questions about some of the sending units still on it. There was a particular unit that was unattached that I wanted to know if he knew what it was and he said if it was what he thinks it is, it might disappear. (I still have it--I think) (He thinks -- heehee -- dw). We went back inside and watched some TV then off to bed.

Next morning we were up and ready for our adventure. Right on cue we heard Bob coming from the West. We departed Bend and headed his direction. Not too far out, Don spotted him at 11:00 low and began to swing around to come up on him from behind and above. We ran a strafe pattern on him then pulled up beside him on his right. Don asked me if we should do a victory roll. I said "You bet!" He pulled it up and over we went. YA-HOO!!! I didn't tell him that this was my first aerobic maneuver in an RV. He did a great job.

The trip down South from there was very fun and flying with Bob is an experience I would recommend to everyone. We received a complete narrative on all the sights all the way down. Bob knows this route very well. We stopped at the Black Rock Dry Lake area and took pictures. I even have one of Bob trying to fill the lake back up!

Off we went heading for our destination, Spanish Springs. We landed there, filled up (\$1.99/gal, on Greg's credit card... Yeah Greg, you're welcome to ride



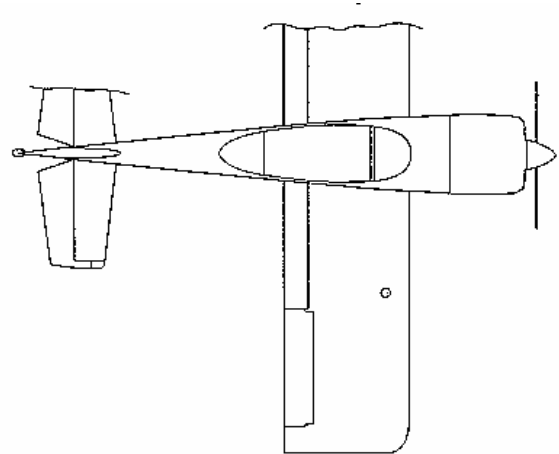
along ;-), parked the RV's and waited for more planes to land and get parked so our ride could take us to the motel. A fellow in a yellow straight tail 182 was taxiing to park and with 2 guys in the plane, still managed to run into the back of the pickup we were going to get a ride in and broke out the back window. This resulted in us being delayed about another half hour and Don and I got a rather windy (with glass shards) ride to the motel.

(The Duck)

Bob was a veritable encyclopedia of information – “great little hotel with hot tubs there”, “F4 wreckage down there somewhere”, “this runway and that town and...”. He kept us informed and amazed all the way there and back.

Landing on the Desert was weird but cool. Next month we'll tell you about all the fun you missed at the Reno Air Races.

...The Duck



RV-3A for John Warren

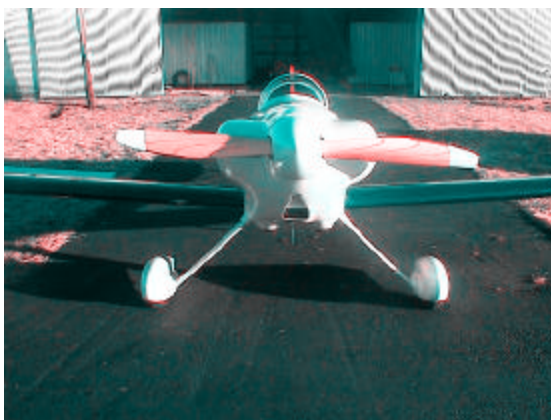
Seems Home Winger John Warren just couldn't wait to finish his RV-6. He recently bought this nice looking RV-3A which he took delivery of in June.

John writes...

"Just waiting for the bill of sale to clear escrow. I hope that I can have it ferried out some time in April. Since it's been over 30 year since I learned to fly in 140 and 170 Cessna's, I've scheduled a check-out with Mike Seager for the first several days in May.

It was built in 1985 in Visalia, CA. John Harmon (Harmon Rocket) told me that it's airshow quality and the pictures seem to bear that out. It has 85 hours on a first overhaul of an O-320 E3D converted to Bendix fuel injection with 160 hp pistons.

...John"



Flying Activities



Flying Activities Coordinator:

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

The summer flying season is winding down, but as any native Oregonian can tell you, there's no doubt still some good late summer/early fall weather in store.

Van's Homecoming was Labor Day weekend, and a good time was had by all. This year EAA chapter 902 did a great job providing breakfast and lunch both days – a significant improvement over the last couple of years. The weather was great and as usual, multiple RV squadrons were seen on their fly-out breakfast and lunch missions. The banquet was good as always, with Tom Green and his dry wit doing a great job as M.C. Mike Robertson gave an interesting talk on certification, maintenance and logbook requirements, Ken Kreuger held the audience spellbound with his detailed update on the RV-10, and Van spilled the beans on the RV-11 – a “back-burner” project that might one day yield a self-launch sailplane kit.

Several Home Wing members as usual headed down to watch the **Reno Air Races**. Brent Anderson reports that it was “good and bad” – the races were thrilling and those that got “pit passes” were able to look at and chat with the owners and fliers of the fastest piston airplanes around. Unfortunately there was also one fatal accident, a Questair that evidently had a structural failure right near the finish line.

Its surprising that even late in September there were still a number of events – so many in fact that some of us had to pick and choose which ones to attend and which to skip. **Young Eagles events** were held at Twin Oaks, Hillsboro and Mulino, the **EAA B-17** was at HIO giving tours and rides, and the Home Wing Formation team (such as it is) gave their first demonstration flight at the **Scappoose Airport Appreciation Day**.

That just about wraps it up for the summer flying season, so this column will be going into hibernation until next spring. In the meantime anyone interested in the ongoing **Structured Formation Flight Study and Training** that Randy and Randall have been pushing should get hold of one of us and get the skinny. 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!

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 fliers to offer them). To subscribe, send email to oregon-rvlist-subscribe@yahogroups.com, or visit groups.yahoo.com/group/oregon-rvlist. Or just speak up at the meeting.



Home Wing Website

Randall Henderson volunteered some time ago to put up a website for the Home Wing (and thus become our webmaster). He talked his employer into letting him use some server space and put up a basic site several years ago. While it started out quite basic, he has continued to add content and evolve the site to the point where it's now quite complete. He even registered the vanshomewing.org domain for us.

You'll note that we have now moved the Tool Crib listing over the site to save space in the newsletter. The latest meeting notice can always be found there as well as links to members projects and even many useful downloads. Check it out...

www.vanshomewing.org

CLASSIFIEDS...

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-6 - QB fuselage (still in craft at Van's). Tail and all control complete, wings nearly finished. Numerous options include: Phlogiston spar, electric flaps, electric elevator trim, dual overhead brakes, inverted fuel tank, dual landing lights, flush mounts for tip lights, wheel pants, and more. Built by A&P Owner/Pilot. \$16,500 firm, consider trades (239) 728-2645, 10/02

Hangar at HIO — RV construction tools possible also. Contact Dave Lewis Sr. 503-644-1389, 503-888-0989 cell, 12/02

Lowrance AirMap 300 — With all accessories, \$575 Greg Halvorson, 503-528-2841, 1/03

RV-6 Seats — Temperfoam, \$185 for both, Greg Halvorson, 503-528-2841, 1/03

RV-6/6A Seatbelts - One pair Van's Model SBH-6 Lt Purple Grey in color. 1/2 price...\$120 for the pair. Gary Miller, 503 350-5848 Days, 503 548-5286 Evenings or weekends, gml@poorman-douglas.com, 1/03

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

WANTED

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

WING PAINTING STAND — Would the current custodian of my wing painting stand (I can't remember who has it) please contact me. Thanks! Stan Van Grunsven 360-254-3492, stanvan@pacifier.com, 1/03

THE TOOL CRIB

Being a current Home Wing entitles you to access the group's tools, a major benefit. The Home Wing owns a growing selection of those expensive and seldom-used tools that are very nice to have access to. This program is managed by The Toolmeister: **Brent Ohlgren, 503-288-8197, obrento@aracnet.com**. Please help protect the group's assets, 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).

In addition to the Home Wing's tools, certain benevolent members have tools they may be willing to loan. These tools, in addition to a complete inventory of the Home Wing's tools, are on listed on our web site. Let the editor know if you have jigs, tools, or shop space to loan, exchange, or otherwise provide.

The Tool Crib can be found at the Home Wing website...

www.vanshomewing.org

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@olympen.com (Sequim-Port Townsend WA 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)



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
 Newsletter Print Publisher Randy Griffin 360-944-7400, skydog-8@attbi.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 Boss 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: _____

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"/>
---	---	--	--