



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



No Surprise, The **RV-10** Flies!

5/29/2003 No surprises, another picture perfect landing, number two (and makes the first turnout!)

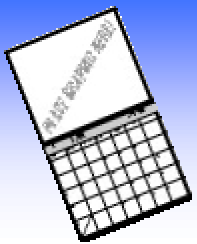
Scott plugs in the cable while Rob prepares to download flight data from the second flight. Van works on his RV grin, a rare -10 version.



Van designed and flew it, Scott built it, and Rob, well, all I know is he gives me a hard time about not working whenever I visit Van's :-)

Events Calendar

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



EAA CHAPTER 105 Pancake Breakfast:
Learn to eat grits on the 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: 6/7/2003

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: 6/19/2003

EAA CHAPTER 782 Monthly Meeting:
Last Tuesday of every month at Pearson Air Museum, 7:00 pm.
This month: 6/24/2003

EAA CHAPTER 902 Monthly Meeting:
Second Wednesday of every month at Mulino Airpark 7:00 pm
This month: 6/11/2003

Also known as the NW RV Fly-In, this event regularly brings 100 or more RVs and Rockets from all around the pacific north-west -- examples of every model, and then some! Van and crew will be there, the BlackJack Squadron will be treating us to formation flybys, and there are usually volunteers available to give Young Eagles rides for the kids. So don't miss out, come join the fun!

We'll be there rain or shine, so even if the weather's sub-par and you have to leave your plane behind come on in anyway. We can congregate in the hangar, eat burgers, tell flying stories, whatever.

More Information

For more information contact fly-in leader Don Wentz, djwentz@centurytel.net, (503) 543-3653

Attention!

Home wing members (and anyone else who wants) are encouraged to come early (8:00am) and help get set up. We will also be recruiting for help with food, meet & greet, auto parking, t-shirt sales, etc. Please be a pal and sign up for one or two shifts. Everyone pitching in means no one has to spend the whole day working. That way we all get a chance to have some fun!

Procedures (air traffic and otherwise)

Please help Scappoose Airport be a good neighbor and fly the published pattern at the published altitude. **No low fly-bys or aerobatics.**

After landing, **monitor ground control on 129.25.** Follow the greeter's directions for parking. Please shut down your engine upon leaving the taxiway.

When departing, pull your plane onto the pavement before starting your engine so as not to blow grass and dirt all over everyone else's planes.

PLEASE keep hands off of, and stay out of, other people's planes unless invited to do so, and keep an eye on your kids to make sure they do the same. These are lovingly crafted machines, and their owners deserve to be able to fly them away in the same condition in which they arrived.

Scappoose (SPB) Home Wing Fly-In

Landing Notes:

From (BTG) Battleground VOR 116.3, 256 radial, 11.4 miles

CTAF **122.8** AWOS 135.875 (be aware that Kelso-Longview can also be heard on 122.8 from this vicinity)

Pattern altitude 1050' msl

Watch out for:

Portland (PDX) class C airspace, 1800' - 4000' msl to the SE 16 miles

Hillsboro (HIO) class D airspace, surface to 2500' msl to the S 14 miles

Landmarks -

Vancouver Lake near keyhole cutout for Pearson (VUO) to the SE

Multnomah Channel - to south of SPB, houseboats

Columbia River - runs N/S to the east of SPB 5 miles, large ocean-going river traffic

Gravel pit - NE end of airport

LEFT TRAFFIC runway **15** (east of runway)

RIGHT TRAFFIC runway **33** (east of runway)

Air BP fuel, cheapest 100LL around, north end

When Arriving:

10 miles out - start listening to 122.8, start power reduction

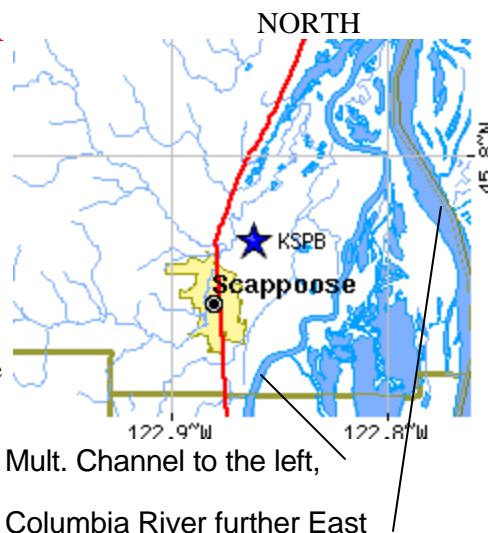
5 miles out - announce your position, throttle back to 100-120 kts if traffic busy, start active looking for planes and numerous birds

Pattern -enter on 45 downwind leg, heads up for traffic not on radio, reduce to 80-100kts, announce landing order (no numbers at uncontrolled field)(example, "white RV-6A, number three, midfield, left downwind runway 15, Scappoose")

Announce left base, runway, and landing order, Scappoose

Announce final, runway, Scappoose

Exit runway safely, tune to **129.25** For parking instructions



Mult. Channel to the left,
Columbia River further East



View of Runway 33 (looking north)

Gravel pit

This Month's Contributors



Randy Lervold - Randy still handles the newsletter e-mail distribution, look for future motorglider article(s)



Randall Henderson—monthly meetings and fly-out activities



Kevin Lane—editor, zipperhead



Mike McGee - editor



Paul Lamar summarizes Tracy's win at SNF 2003 in his rotary powered RV-4, owner of ACRE (air craft rotary engines) e-mail list



Chapter 105 — — POKER RUN JUNE 28, 2003

- Prizes

- Handheld Radio and Trophy
- Items from Aeroframe Gallery
- The Honor on NEXT YEAR'S SHIRT!

- Awards Ceremony &

BBQ Party afterwards!

Recap: Fly to the five dealer airports: Cirrus Aviation at McMinnville, Annie's at Independence, the Airbase Café at the Museum at Tillamook, Transwestern Helicopters at Scappoose, and the Chapter Hangar at Twin Oaks. Collect a playing card at each stop. Best hand wins!

The fee for the poker run is \$10 (waived for Chap 105 pilots) and passengers may register and play this year. Register at Twin Oaks(*) after 9:00am, and collect a tee-shirt (commemorating Harmon Lange's win last year) while they last.

The Awards Ceremony and BBQ are FREE for everyone and starts at 3:00pm. You'll need ground transport at Twin Oaks, the Party is off-airport. Need more info? Contact Jenny Hickman at 503-524-3190.

[Last year's Design shown.]



(*) Flights aren't *required* to start at Twin Oaks, but the sooner you register, the more likely you'll get a shirt!

Flying Activities

By Randall Henderson

It's June, and we all know what that means – FLY-INS!

Last year's **Langley Aero Club and VAF Canada Wing's RV Fly-In**, June 7th up at Langley BC was a big success, and they're on again this year. There'll be seminars from the likes of Eustace Bowhay, "people's choice", awards, and camping on-field. Several of us went there last year and had a good time. It's also a good opportunity for people who haven't ever done a border crossing to get their feet wet with that whole exercise. (And don't be put off by the recent news that TSA is requiring waivers to fly across the border, you can stop worrying – that's only if you don't have a transponder.) See the web site www.vansairforce.org/CYNJ, or contact Tedd McHenry, 604- 574-4764, tedd@mchenry.ca.

Of course June 14 is our own **Home Wing RV Fly-In** at Scappoose. If you know any RVers who might not have gotten the word, be sure to fill them in. And don't forget to sign up for a work shift! Don Wentz, 503-543-3653, djwentz@centurytel.net, www.vanshomewing.org.

In past years a small group of us have taken off early from the fly-in and head up to Salmon Arm BC to attend the **Salmon Arm Flying Club's Father's Day Fly-In**, doing our best to make the 6:00 p.m. spaghetti feed, and camping overnight for the fly-in on Sunday. Van's is sending a plane up there, I'm not sure if anyone else is planning to go but if you do, shoot an email to the oregon-rvlist. One bit of advice for those who do plan to go: Contact the organizer Ken Horshowski, ve7fp@jetstream.net, and arrange for the "special" RV parking back of the fuel pump. It's a bit nicer than the runway-edge camping area which backs up to the city dump.

As an alternative to Salmon Arm, a few of us are planning to head up to the **Bellingham International Airport Air Fest**, 10am-4pm on Sunday June 15. Last year Randy L. stumbled across this event, and found it to be a really neat fly-in. Randy thrilled them with some low-altitude high-speed flybys after being egged on by the tower (apparently they weren't hampered by "wavered airspace"). If you go, try to get there early; otherwise you may have to wait around for some flyby or another to get out of the way. Randy., Randall and the Duck are planning on going and probably some others; check with Randy for more details on this event.

The **EAA Chapter 105 Poker Run** is planned for Saturday June 28th. Last year's event was a big hit, and this year's should be just as fun. The plan is to show up at Twin Oaks any time starting around 10:00 and pick up your free t-shirt and briefing. Fly to the four airports picking up a card at each, then back to Twin Oaks to get your last card, see who has the winning hand, and attend post-event BBQ. This is NOT a race – you just have to get back to Twin Oaks by around 2:00. So take your time and have fun. First prize is a handheld radio. Bring a side dish or desert for the BBQ if you can. For more information, see the chapter newsletter, or contact Jenny Hickman, 503-524-3190.

The Cactus Pete Air Race at Jackpot, NV is July 4, 5 & 6 this year. Arrival/registration is Friday, race on Saturday, awards Saturday evening, go home on Sunday. Last year Bob N. skunked the backward-wing guys, I think he's primed to do it again. Anyone else? Call Cactus Pete's at 800-821-1103 to make room reservations. Make your reservation early, they fill up fast. www.geocities.com/canardcovers/RACE_Group.html.

Also coming up in July/August: **EAA Arlington** July 9-13 (www.nweaa.org), **EAA Airventure Oshkosh** July 29-August 4 (www.airventure.org), and Van's Homecoming is **Labor Day weekend**, August 30-September 31. I'll be posting more information about those and other events in upcoming newsletters.

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!

May Meeting at Scappoose

Builders Motivation Day

Our monthly meeting of the Vans Air Force Home Wing was held Thursday evening, May 8th, at Oregon's Scappoose Industrial Airpark (SPB) 30 miles NW of Portland. With the additional daylight we had the opportunity before the meeting to give a few motivational rides to builders languishing somewhere between rudder madness and fiberglass phobia.

I was tapped to be the manifester and had 12 riders on the list for five airplanes for an evening that 24 hours earlier looked like typical Northwest gray sky and drizzle. The weather gods were kind and the flight line looked like we had taken over the airport. By the time the meeting started we had put 29 riders through 12 airplanes in the span of 2 hours. The sky had opened up to severe blue. The meeting was a little more upbeat than usual.

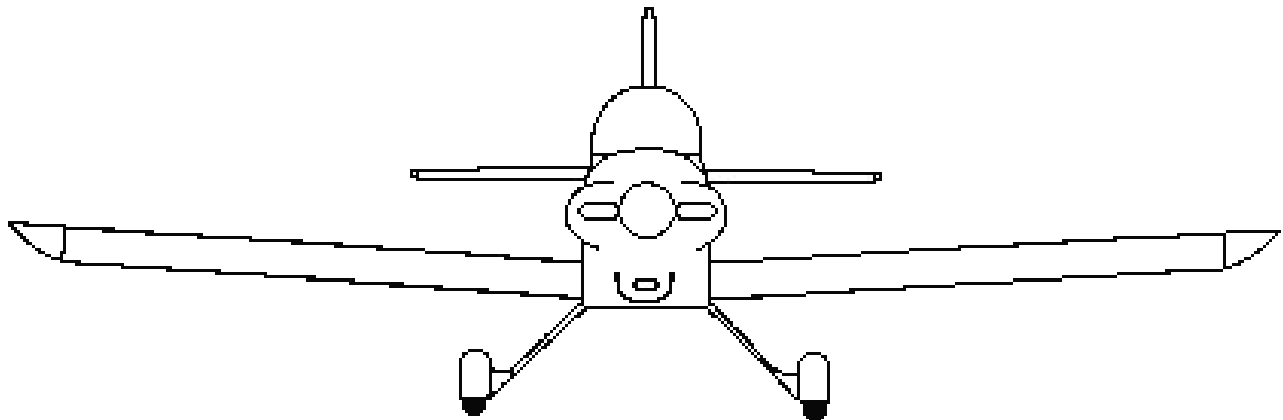
Since many builders have had that free \$40k ride a popular option is to send their wife or significant-other on the ride instead. Builders support is important you know and at least three wives each got a great introduction to RVation in Marcie Lange's RV-6A complete with a pilot/wife. Extra special perspective there.

Special thanks to the pilots that came from a ways out of town to help motivate builders. Mike Robbins of Seattle in his immaculate -8, Jake Thiessen in his 50-hour-old -9A and Steve Johansen in his -8A, both from Independence, OR. Tom Green from Van's helped out on short notice (thanks again Tom) with the factory -7A.

This was the third Builder's Motivation Day put on by the Home Wing. We try to stick to the guidelines that each rider must be a current (dues-paid) member of Home Wing and have a registered builder number from Van's. We try to put them in the same model of plane they are building so they have a good feel for what they are looking forward to. Our next B.M.D. is tentatively scheduled for the August meeting.

Don't forget that the June meeting isn't on the second Thursday, it's the 12th Annual Northwest RV Flyin on Saturday, June 14th. For those that have not been to one of these, it's a showcase of RVs and all the individual creativity that goes into them. Good weather will bring upwards of 100 RVs. We might even see more than one 7 or 9 on the field at the same time. You can bet that the RV-10 will be there!

Keep pounding those rivets!





And a good time was had by all! No excuses for feeling earthbound. Pics from last month's Builder's Motivation meeting at Scappoose airport.

Time For A Trip Up North!

By Tedd McHenry



The Langley Aero Club and Van's Air Force Western Canada Wing are holding the second annual Langley RV Fly-in on Saturday, June 7, 2003 at Langley airport (CYNJ). It will be essentially identical to last year's fly-in, only with better weather. Keep an eye on the Fly-in web page for details, <http://www.vansairforce.org/CYNJ>

Perhaps you're already the proud owner of a flying RV. Lucky you! Then you'll surely want to fly in for a chance to win the People's Choice award for the best RV, and to show off your beautiful airplane. There's also a Furthest RV award, for the RV that flies the furthest distance to get there. There will be plenty of space on the field for parking. You can come for the day, camp on the field, or stay in one of the hotels near the airport. There are links to the local Travelodge on the web page. Currently building an RV? Then you'll enjoy our seminars. The seminar schedule isn't set yet, but you can expect sessions on building, safety, probably engines, and perhaps more. I'll be making more announcements as details are set.

Are you an RV wannabe? Seriously thinking about building one, but unsure about what's involved, the cost, the time commitment? Worried that you don't have the skills? Then you may want to attend the seminar I'll be giving, "Introduction to RV Building." The seminar will cover those basic questions, and others, and will be a place where you can ask whatever's on your mind about the building process. We hope to have a representative from Van's there, as well.

If you just like to look at RVs, this is probably going to be your best chance inside Canada this year. There are about 40 RVs registered in B.C., and we hope to have a sizeable portion of them at Langley. Last year we had 23 RVs, despite almost none from Canada being able to make it, due to weather. We hope to have all the great RVs we had last year, plus all those who wanted to come but couldn't due to weather, and maybe a few more.

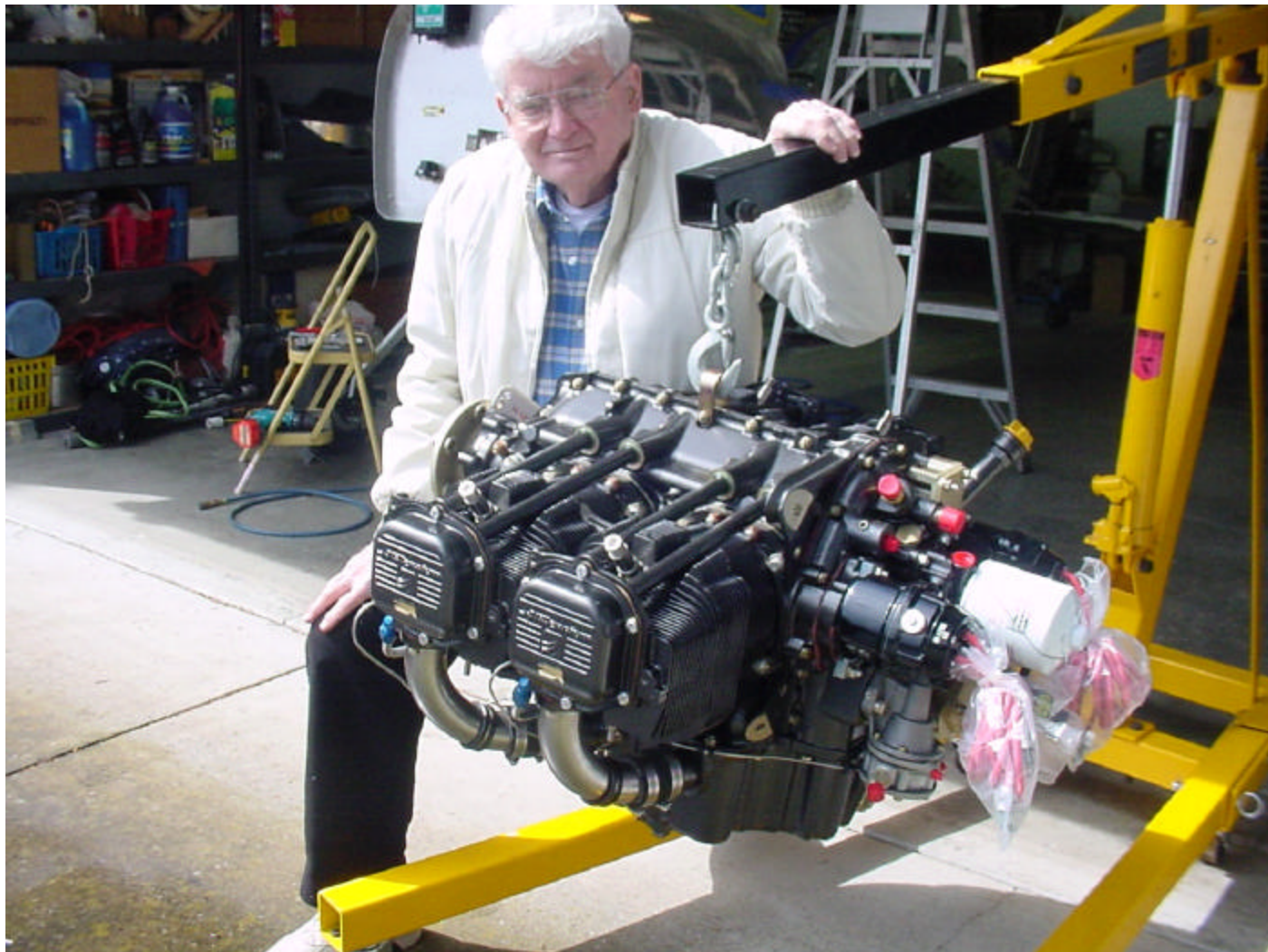
Naturally, we're encouraging anyone who wants to fly in, regardless of what type of airplane they have. If you plan to attend, and especially if you plan to fly in, please take the time to write me at tedd@vansairforce.org or, if you prefer, sign the Guest Book on the Fly-in web page. http://www.vansairforce.org/CYNJ/guestbook/lac_sign.html

That will help us plan facilities such as food, washrooms, and camping.

Tedd McHenry
Western Canada Wing
tedd@vansairforce.org
www.vansairforce.org



Eustace always draws a crowd with his talks about safety. He knows from experience what works and what doesn't.



Woooooo!!!!!! Hoooooo!!!!!! Griff (that about says it all, right? !!!)

True Homebuilding

>> I am interesting in building (attempting to build!!) one of Cliff Cady's Altitude hold units

(<http://members.aol.com/ccady/eztrim.htm>). The minimum order for these boards from ExpressPCB is 2 (~\$45 per board). I'm wondering if there is enough interest to order a batch of 10 or so (~\$14 per board).

>>

>> If interested, please send me a message offline (jon@finleyweb.net) indicating the number of boards you'd like. If enough interest is shown I will privately contact each of you and get a firm commitment.

>>

>> Thanks,

>>

>> Jon Finley

(I will pay for two of these if someone would build one for me, my shaky hands don't solder very well, ask Brian some time :-) kevin



Could Ya' Give Me A Haan?

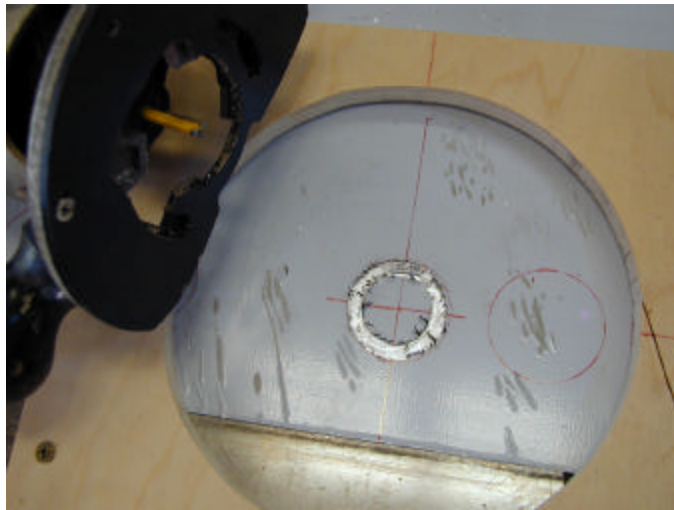
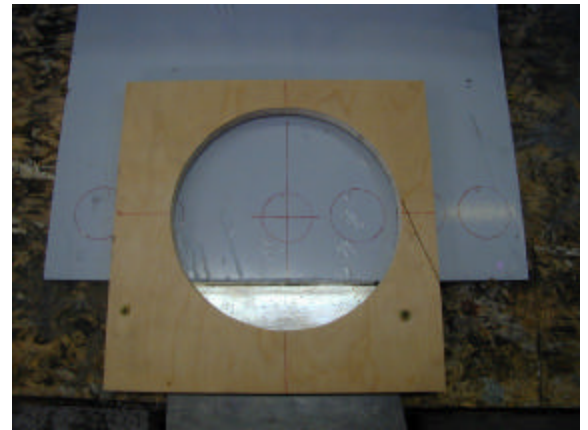
Bob is on unpaid vacation this month :-)

Kevin Lane



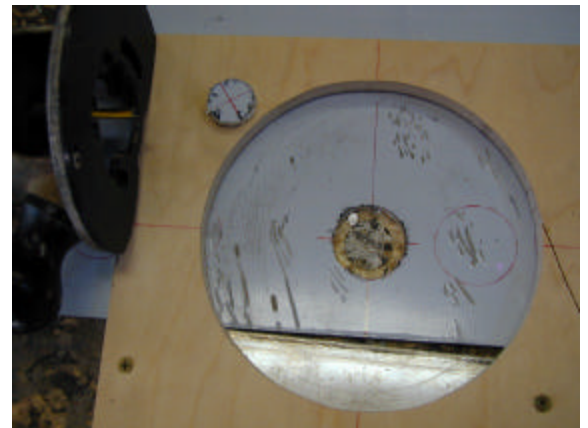
A router with a carbide bit will cut aluminum easily. By making a guide for the base of the router you can cut large holes safely without the worry of the bit deviating. Start by measuring the distance from the edge of the router to the cutting edge of the bit and add to that the radius of the hole being cut. (we decided that the original .090 was too thin, and it ruined the hole saws I forced through it)

I bandsaw my template from 1/2" ply stock which is stiff enough so that the entry cut won't flex. I align the template and screw it to my bench. I am making holes for the intake runners in my intake plenum. The stock is 3/16ths 6061plate.



Make the initial cut maybe 1/16th" deep. (my router base has been modified to fit in corners of deck railings, so I must be careful not to use the flat portion of the base)

A couple more passes and I'm through and barely into the bench top



My 20B is a 3 rotor, which has leading and trailing intake runners of slightly different diameters. This technique can be used for lightening holes in the airframe as well, such as seat rib aileron push tube holes. It leaves a much smoother edge than say a saber saw.

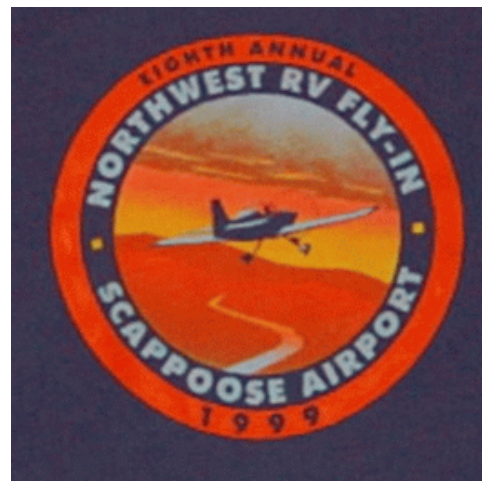
In the Know

By Brian Moentenich

The year 2002 was a good one for safety. Every hour spent on an airliner was 20 times safer than every hour spent in a GA aircraft. Here are the official statistics for several types of aircraft operators:

US Scheduled airlines	0.34 accidents per 100,000 flight hours*
Non-scheduled Part 121	2.33 accidents per 100,000 flight hours
Scheduled Part 135	1.57 accidents per 100,000 flight hours
Air Taxis	1.90 accidents per 100,000 flight hours
General Aviation	6.56 accidents per 100,000 flight hours

*No fatalities in the air or on the ground



If you have an accident while flying an RV aircraft, you are more likely to be killed than if you were flying a different type of experimental or if you were flying a factory built aircraft. According to accident statistics compiled by the NTSB, in 2002 there were 188 accidents involving experimental airplanes. Of those, 21 involved RV's. Of the 21 RV accidents, seven (33%) were fatal. Of the 167 experimental accidents not involving RV's, 48 (29%) were fatal. In the factory built category, there were 1,510 accidents. Of those, 308 (20%) were fatal.

The most likely answer is that RV's fly faster than most other aircraft and thus "hit" harder. If that's true, then it would stand to reason that other fast homebuilts ought to have a high ratio of fatal accidents too. That appears to be the case. In 2002, there were 15 accidents involving Glassair and Lancair airplanes. Of those, seven (47%) were fatal.

There is some good news. It appears that factory built airplanes appear to have a higher chance of having an accident than do experimental airplanes. Of the 1,698 (1,510 + 188) airplane accidents, only 11% (188) involved experimental type aircraft. This is somewhat surprising when you consider that experimental aircraft compose 15% of the GA fleet, they are probably flown more hours per year than factory airplanes and they are built by amateurs.

By Brian Moentenich, RV-6A, N38155



Next month:

Glass Lab — Fun with goo

The stuff you love to hate. Fiberglass is that which most will put off until they have nothing left to do. Like anything though, practice makes perfect and there are a few useful projects that make great practice because when you're done no one can see your work. *It doesn't have to be pretty!*

Next month, an article on a couple of projects that fit the bill for glass lab. Get some practice before you have to tackle the pretty stuff.



Exhaust Augmentation - Free Cooling Available

While cooling is a bigger issue with a water cooled engine, the concept of using the jet forces of the exhaust to help pull cooling air through the cowling or radiator has long been known. The illustration on the left gives some basic concepts and best proportions. On the right is a 3D Rhino model by Paul (remember your Greek alphabet?) showing exhaust augmentation (parts in red) for a Long-EZ pusher with a rotary engine. (green is belly scoop for radiator laying horizontally). It seems that the effect lessens considerably above 120mph, but it is on climbout where additional cooling flow is typically needed. It seems to me that a mixing and diffusing section could be easily fitted to the RV by extending the cowl where the exhaust pipes protrude. I was going to try this on my -6A, but then, well, the -8 got started instead.

kjl

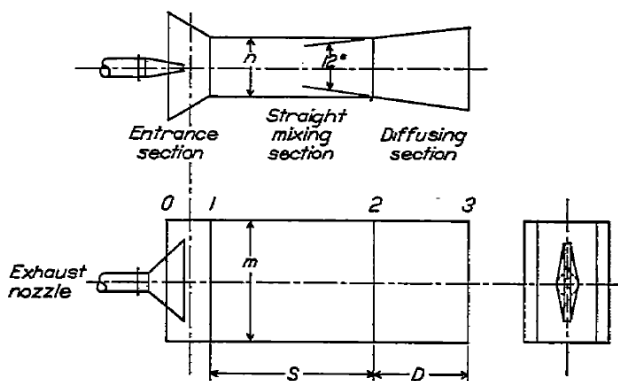
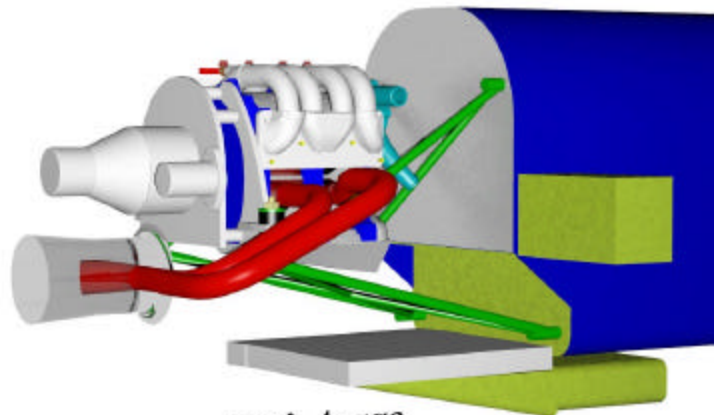


FIGURE 3.—Ejector details and terminology. Straight mixing-section area, square inches; aspect ratio of straight mixing section m/n ; length of straight mixing section S , inches; length of diffusing section D , inches. (For example, an ejector with a straight section of 24 in. and a diffusing section of 12 in. would be designated 24S-12D.)



Χορηγητή Παύλ Λαμαρ

Alternatively Speaking...

compiled by Paul Lamar

Lakeland Florida April 3, 2003 Sun & Fun Air show. 80 cubic inch Mazda RX7 Wankel type rotary engine powers Tracy Crook's RV4 to annual Sun 100 cross country air race class win beating all 320 cubic inch Lycoming powered entries and half the 360 cubic inch Lycoming powered entries. Tracy averaged 209 MPH from a standing start at the beginning of the runway to a high speed 500 foot altitude fly over of the finish line after completing the 100 mile course. Tracy Crook resides in Bell Florida adjacent to the Swanee river on a private air strip called Shady Bend. Tracy obtained his first Mazda RX7 rotary engine from a junkyard, did a cursory overhaul by replacing gaskets and seals and flew it for 650 hours before the engine thrust bearing was destroyed by a design flaw in the Ross reduction gear. The engine had plenty of life left in it but Tracy decided to replace it with a somewhat more powerful version. Subsequently Tracy designed, constructed and installed his own gear reduction unit. Tracy, along with other owners of Mazda rotary powered aircraft, have consistently attended the major air shows around the country regardless of how far they must fly for the last five years. Some have flown to Sun & Fun in Lakeland Florida from as far away as Seattle Washington. No other automotive engine powered aircraft owner can make that statement. Some other types of automotive engines powered airplane owners attend for one year and nothing is heard from them after that. In other words the Mazda rotary engine is the only completely viable automotive engine useful for powering general aviation aircraft. Over one thousand people around the world are considering building, actually building or flying Mazda rotary powered aircraft. Many are in Australia and New Zealand. The number is growing rapidly. Mazda rotary engines dominate car racing world wide and are the only Japanese engine to have won the LeMans 24 hour endurance race in France. They are extremely small and light weight for their power being about one foot wide and high and a foot and a half long. The bare engine weight is under 200 pounds. They are inherently in perfect balance, just like an electric motor so vibration level in aircraft use is very low. They are extremely robust generating up to 800 HP in car racing tune. They are very simple with only three moving parts. There are no exhaust valves which are the Achilles heel of the aircraft engine. Over two million rotary engines have been manufactured by Mazda so far. HP in the latest Mazda RX8 car is 250 at 8500 RPM with 25 MPG on the highway. We expect Mazda rotary engines to eventually dominate cross country air racing as they have dominated car racing. The Mazda rotary engine used in the race was built by the bemused gentleman on the left in the picture by the name of Bruce Turrentine.

For more information contact Paul Lamar
rotaryeng@earthlink.net

or Tracy Crook tcrook@rotaryaviation.com

Picture by Vaughn Mann

The Aircraft Rotary Engine Newsletter. Powered by Linux.

ACRE NL web site. <http://>

home.earthlink.net/~rotaryeng/

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Tracy Crook averaged 209 mph from a standing start in his rotary powered RV-4 earning him \$500 and setting the bar now to 225mph!



Bill said these cowl flaps are good for 12 MPH!!!!

Where Am I ?



Yet more gorgeous scenery off that checkered wing



The New Toolmeister

Amit Dagan

Tool: n. A device, such as a saw, used to perform or facilitate manual or mechanical work.

Meister: suff. One who is renowned for, has expertise in, or is a connoisseur of.

Before you start getting the wrong idea about me, let me say that I have no special expertise in saws, nor am I a connoisseur (isn't that French ?!!!) of saws. What I AM, is the guy that has volunteered to store all of the group owned tools in his shop, and to manage the lending of the tools to members.

Once again let's go to the dictionary:

Lend: To give or allow the use of temporarily on the condition that the same or its equivalent will be returned.

So, when you take a tool out, you assume full responsibility for its well being, AND for returning it in the same condition. It's quite simple. Drop me an email (amitdagan@hotmail.com) or call me (503) 292-9780 to arrange a time to pick up a tool or to return it.

To find me, From hwy 217(near hwy 26), take the Walker Rd. exit (exit #1) EAST.

Take the third left, which is Underwood Drive (also has a No Outlet yellow sign above the street sign).

My house is 2nd from the last on the left, number 2975. Cream color paint with green trim.

Group-owned tools:

Tune up and annual kit (includes compression checker, mag timing light, plug gapper, cleaner, tester).

Wire crimping tool.

Aircraft scales.

Instrument attach screws hole template.

Oil filter cutter.

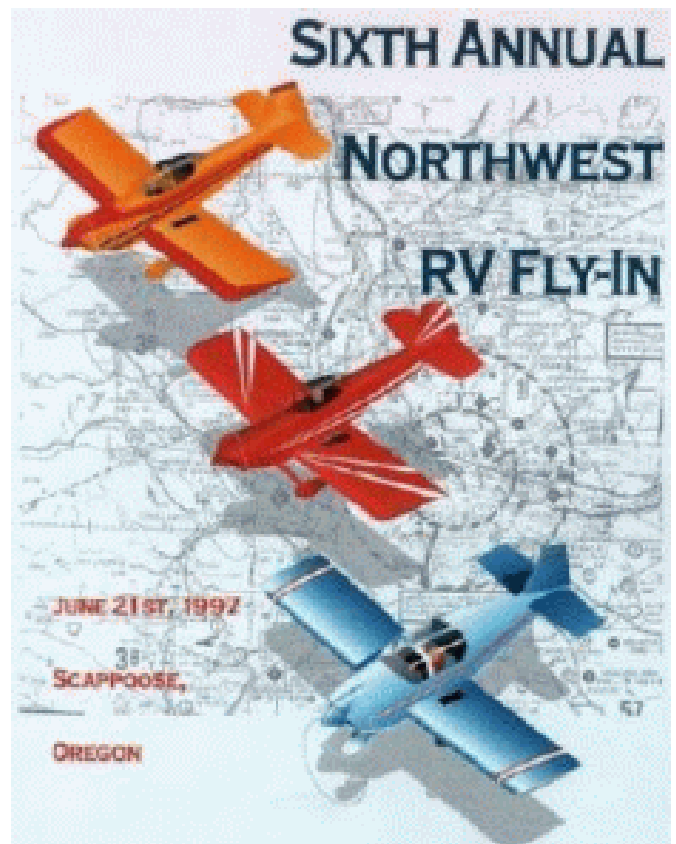
HVLP spray system.

Cylinder base and vacuum pump wrenches.

Amit. (To learn the proper pronunciation of my name, go to <http://www.edt.com/homewing/amit.wav>)



Home Wing - Van's Air Force



Home Wing web site: www.vanshomewing.org

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Annual Fly-in Boss...*Don Wentz* 503 543-2298

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: **Amit Dagan (503) 292-9780** amitdagan@hotmail.com Please help protect the group's assets, observe our Tool Policy:

- Everything goes through Amit — do not give the tool to another member.
- Amit will keep an accurate sign-out sheet for each item so he knows where it is at all times.
- Amit will inspect all tools upon their return. If there is any damage he will ask you to pay for the repair . More ToolCrib rules can be found at the Home Wing website

EAA Technical Counselors & Flight Advisers

- **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)
- **Don Wentz** 503-543-2298 jwentz@columbia-center.org (EAA Ch. 105, RV-6 builder, Scappoose-Portland area)
- **Dan Benua** 503-621-3323 danb@synopsys.com (EAA Ch. 105, RV-6A builder, Hillsboro-Scappoose-Portland area)



EAA Flight Advisor

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



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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 **Randy Lervold**.

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Classifieds...

FOR SALE/WANTED

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

Single story ranch style home with LARGE 2 car garage (makes a great shop, RV-4s and -6s will fit inside with the wings ON)

Large living room, medium kitchen with attached dining area, 2 bedrooms (1 larger master and 1 smaller), 2 bathrooms, laundry/storage room with washer/dryer, access to main 3000 foot grass runway and large building available for use as hanger (negotiate with landlord). Water is supplied by a well and the only utility you have to pay is electricity. It's a pretty nice place built in 1964 with hardwood floors throughout. NO pets. I you are interested contact George or Patricia Marco at: 503.647.2621.

FOR SALE ANR Headset Pilot Avionics PA 17-79 DNC XL 25 DB Active, 18 - 22 DB Active Total 43-47 DB reduction. \$200 contact Gary Dunfee ph 503-631-7262 e-mail garydunfee@earthlink.net

Wanted: 2 of 4 partners to share in a finished RV-6A tip up, to be based at Twin Oaks - or possibly Aurora or HIO. basic IFR, 160hp ,email us at rv6partnership@yahoo.com

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.

Share hangar at TTD with Bob Boring, room for RV only, split \$237/mo



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 – **Payment** – cash() check() (payable to Home Wing)

address – EAA chapter -

city/st/zip-

home phone/work phone- **e-mail address-**

If info change only, such as building status or address change, check here-()

Building – RV3() RV4() RV6()/6A() RV7()/7A() RV8()/8A() RV9()/9A() undecided()

Status – empennage() wings() fuselage() finish() flying() tail number(N)

*note – only e-mail (acrobat PDF format) delivery of newsletter is available for new members, no snail mail (USPS)

- -above info to appear in a member roster listing available to members only

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Return address:

Randy Lervold
5228 NW 14th Circle
Camas, WA 98607