

HOMEWING



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

Bill & Jeremy Remembered

On April 2nd, 2000 Bill & Jeremy Benedict went down in the factory RV-9A while enroute to various stops on their way to Sun-N-Fun. They did not survive. This event has shocked and deeply saddened all of us. More than that, it has impacted the entire RV community around the world because of the significant place both Bill and Jeremy held in it. As deep as we perceive our loss to be, it is incomparable to the loss of their family... an incomprehensible tragedy.

How can we express our sorrow, our sadness, our grief? Perhaps the best way is just by remembering who they were, for now and for always. I am not very eloquent at a time like this... I can't even imagine the proper words, but many of you already have. The outpouring of sentiment and remembrances from the RV community has been overwhelming and inspirational. That is why we dedicate this issue of our group's newsletter to remembering Bill and Jeremy—a gesture that seems so insignificant in comparison to the tragedy, but perhaps all we *can* do.

In this issue I've compiled all the stories, reflections, and general anecdotes folks wanted to submit. Much of it is from our own group, but because Bill especially was so widely known there are contributions from people across the country.

For those who missed the memorial service, Rion Bourgeois, friend and fellow Chapter 105 member, delivered a truly fitting eulogy. With Rion's permission his eulogy is included also.



My own thoughts

Tragedies almost always cause us to pause and reflect. This one has spurred my own thoughts just as I'm sure it has yours. I imagine each and every one of us now realizes in painful retrospect what fine people both Bill and Jeremy were. Yes, we know they were both integral to the "RV movement", but on a personal level they were truly great people: sincere, generous, helpful, dedicated, and passionate—both of them. I guess it's a bit of a sad comment on human nature that we tend to take this for granted in people around us. At our recent meeting Carl Battjes asked the group how many people in the room had been helped in some way by Bill. Every single person (other than people showing up for the first time) raised their hand. That's quite a statement. How many of us would like to thank Bill right now for all the help he gave us?

We have each chosen aviation as an interest and a lifestyle and have the privilege of associating with others as part of our chosen community. We each know some very fine people who share our interests and with whom we associate with on a regular basis. The lesson I've learned is to cherish this opportunity. The companionship, camaraderie, friendship, and support we enjoy with each other is one of life's treasures indeed.

Bill's legacy

There are many comments inside this issue about Bill as the tireless ambassador of good will for Van's Aircraft. I'd like to add my perspective to this and point

(Continued from page 1)

out what I believe to be a remarkable phenomena.

Van's Aircraft has sold more kits, and has more aircraft flying, than any other kit manufacturer, and by a wide margin. While Van himself, Ken Scott, Tom Green, John Morgan, and all the other Van's staffers have all influenced and inspired many people, I suggest that Bill holds the record here. Part of it is simply that he has been there the longest and has been in position to have the most influence, and part of it is that I think he *put* himself in that position because he truly enjoyed it so much.

Since Van's has more kits and planes out there than anyone, and because Bill has inspired the greatest portion of that population, it can be reasoned that Bill

Benedict has been personally responsible for more experimental aviation projects than anyone in the business (world?). Of course I can't prove any of this, but perhaps the EAA should look into this as Bill's name is added to the OSH memorial. That is quite an accomplishment and certainly a fitting legacy.

In closing, perhaps all we can do is remember Bill and Jeremy as they would want to be remembered, and to pursue our own aviation endeavors exactly as they each did. Please read on, and note the commonality of the comments. There is no doubt who these wonderful people were.

...Randy Lervold

We Remember...

Randy,

Thanks for taking the initiative on a newsletter edition featuring "rememberances" of Bill and Jeremy. The memories will be like rungs on a ladder which will help us all climb out of our grief.

One memory I might share speaks to the Bill Benedict that I experienced. At our last RV Fly-in at Scappoose, I brought my giant barbeque with the propeller on the front and the "JATO" propane tanks and cooked burgers for everyone. When it was time to get ready to leave, one guy came over and started helping me take down and pack up. He didn't ask if I needed help. He just plugged in and started helping. Who might that guy be? Of course, it was Bill. I suspect this is just typical of his nature. There is special value in people who live their faith. It speaks mightily to the rest of us who have to wait a while to gain the special place God has prepared for us.

Rev. Robert Boring

A Bill story, and a Jeremy story--

A couple of years ago, Bill decided to go to Baja with Dan Delano and I. I had agreed to take my friend, Abe with me. About a week before we were to leave, Abe called me and asked if there might be room for his new girlfriend, Nora. I'd never met Nora, but any friend of Abe's was a friend of mine. I called Bill, to see if he was taking anyone, and might consent to taking Nora. Bill had an empty seat, and without any hesitation, he

said, "Sure". I called Abe back with the good news, and briefed Abe about how to pack--you know, one or two small bags.

On the day of departure, we all showed up at my hangar at HIO to load up, and head south. I got there early, preflighted my airplane, and loaded my baggage onto the wing of my airplane. Dan and Bill showed up, and, soon Abe and Nora drove in. Abe got out, and introduced us to Nora—a very petite, very feisty woman. Abe unloaded his two little bags, and Nora her ONE HUGE backpack. The type with the full metal frame, room for a sleeping bag, and a small car (just kidding). I said, "Nora--we'll never get that thing into Bill's airplane. You'll have to take it apart, and pack things into smaller bags." Bill said, "Let's give it a try." Somehow, he got it into the back of his RV4, along with his tiny

(Continued on page 3)



(Continued from page 2)

duffel bag. We launched.

We stopped for fuel and a bite in Nevada (I think it was Carson City), and then headed for our last stop of the day in Imperial, California. As we approached Imperial, working our way between two restricted areas, we looked over, and Bill was doing rolls with Nora in the back seat, and she was loving it. She was squealing over the radio, and just having a great time.

The next day, as we did our run-ups, Dan Delano had a bad mag. We shut down, and spent that day with Bill and Dan running all over the Imperial Valley looking for parts. They managed to get everything fixed, and we had a great trip. I roomed with Bill on that trip, and



was lucky enough to get to know him better. We spent some great evenings chatting over margaritas. We went out in a VERY small boat, and saw literally hundreds of whales together.

One of the things I know we all noticed about Bill was his incredible generosity. I made Abe pay his share of fuel. Bill wouldn't let Nora pay. He really wanted her to have a great time, and not worry about money or anything else. We will all miss him terribly.

On another flight, a bunch of us were heading for Packwood, Washington for breakfast (or maybe lunch). Jeremy was leading in Bill's RV4, with Bill in the back seat. As we approached Packwood, Jeremy fell right into the pattern, and landed while I was following, but



not knowing whether we were landing downwind or upwind. After we landed upwind, I asked Jeremy how he knew which way the wind was blowing, since I couldn't see any windsock. He said that he could see that the leaves on the trees were turning all one way. I learned something from Jeremy that day, even though he was several years (or decades) my junior.

Jeremy often didn't say much when we all gathered for a meal. You could see, however, that he listened intently, learning from people with a real appetite for the knowledge and skills that make for a better pilot. I know we'll all miss his bright eyes, and eagerness.

...Carl Hay

A Story about Bill

There are a whole lot of stories I could tell about Bill -- how helpful he was every time he came over, on his own time, to inspect my project, the lengths he'd go to to get me a part I needed, be it was custom, or after hours, the good times flying with him and hanging out at the fly-ins and meetings. But I can't possibly tell them all, so here's one that comes to the front of my mind when I think of him.

Early one morning in April a few years back, I dragged myself out of bed, grabbed my luggage, and drove out to Vans to meet Bill, and embark on the journey to Sun-N-Fun in the RV-6B. I had asked him a month or two before if I could accompany Van's crew to the fly-in, in return for working the booth. They had a spot open so Bill said sure, come along, but you will have to work for it! It was one of the most memorable trips of my life.

I remember the amazing scenery -- coasting over the gleaming white caps of the Tietons, drifting over the endless plains, dropping in for a landing in the warm, damp green of the south, watching the sun glint off the millions of waterways snaking through the Everglades. This was nothing short of a grand adventure to me, and I

(Continued on page 4)



Sun-N-Fun 1995, talking to prospective customers

(Continued from page 3)

found it hard to believe that Bill made trips like this at least twice, and probably more like 3 or 4 times, a year.

But just as amazing as the scenery was Bill Benedict himself, and his stamina and unflagging devotion to flying and promoting RVs. I am reluctant to call it a job, because if that's all it was, then that would mean he was nothing more than an extreme workaholic. Yes, he probably did work harder than anyone I know, but I know that he was having way too much fun for what he did to properly be called "work".

One particular day stands out in my mind. At the end of the first, very long day of flying, we landed at Olathe Kansas. Bill had notified the RV group there ahead of time that we'd be coming, and they were all out there to greet us. I got out of the plane, pulled the bags out of the plane, and I look back and see him sitting in there, arm on the rail, big grin on his face, saying "Okay, who's first!" We'd just finished flying over 1500 miles in one day, hadn't eaten anything in 5 hours, I was about dead on my feet, and this guy's just starting to give demo rides! He continued doing so for more than 2 hours, one after another after another. Eventually the food started coming off the barbecue, but he didn't even stop for dinner -- just kept giving those rides.

Finally darkness forced him to quit, and he grabbed a cold rib, and said "You guys want to go inside and talk about RVs?" Me, I'm ready for bed, Bill is STILL going. On inside we went, for a meeting that lasted another two hours, Bill tirelessly and patiently answering questions that he's undoubtedly answered a thousand times before, giving them each his full attention, as if it were the first time he'd answered them.

Another long day, another late evening of rides and talk, and then we were in Lakeland Florida. We arrived about mid-day, taxied up to the ramp, I got out, and Bill says "sorry about this, but Mike Seager needs a ride down here" and off he went, in the middle of the day,

headed back up to VIRGINIA for crying out loud.

We shared a Motel room in Lakeland during the show, and one evening we were sitting on our beds, talking about the day. Bill was laying there with his back propped on a pillow, eyes half shut. He asked me a question, I don't remember what it was, but I remember that I paused for just a couple of seconds before answering. When I did answer however, his response was a very real snore. He had fallen asleep right in the middle of a conversation! I remember chuckling softly to myself at the time, not at all offended, thinking there's a man who's taking a well earned rest.

...Randall Henderson

8 Years Ago

I met Bill at the Evergreen Antique Fly-In 8 years ago. At the time I was an admirer of RVs and found Bill hanging out alone by the RVs trying to stay out of the sun, it was hot. At the time I had no idea who he was or his position at Van's. We must have talked for two or three hours about the usual stuff, RVs and just airplanes in general. It was a very relaxing afternoon which I will never forget. The following week I contacted Bill and he gave me a ride in the -4, will never forget the wing-over. At our Scappoose fly-in, after I became a builder, Bill gave first rides to all my family members; Sandy, Ben and Jennifer. For the kids this was just plain fun but it was very special for Sandy because she has a fear of small planes and was still apprehensive about the whole RV idea. Bill was great in setting her at ease and bringing her into the RV fold. Bill will be missed by all of us.

I was really just beginning to know Jeremy. He worked at Intel for a while where I saw him frequently. After he left Intel we began to talk a lot about different things at meetings and such. I felt honored when he asked for my opinions about his new web site before it went live. Although I never really got to know Jeremy, it was obvious he was a great kid with a bright future. I have to feel that it is good he can be with his father in this tragedy.

Through my RV building years I have been teased and poo-poo'ed by many about the unique choices I have made for my RV, but never by Bill. Bill understood my interest and always helped me solve the problems others would not even address. It is interesting that I have always looked at the unique aspects of my RV as though they were all my ideas and my solutions. However, the other night just sitting, looking at the plane and thinking about Bill, I began to see Bill's influence all over that plane. He helped me design and solve so many issues. It's heart breaking to realize the influence some-

(Continued on page 5)



With a YE, actually one of the high school "Science Bowl" winners, on a trip to Boeing Field for a visit to the Museum of flight. Trying to smile but actually not very happy because he can't find his hat. He's wondering if he's going to have to fly back to BFI to get it.

(Continued from page 4)

one has had on you once you can no longer say thanks. I was so looking forward to flying with him in my RV. Now I will look forward to flying with him in the same way I look forward to flying with my father.

Following poem is a fitting tribute to both Bill and Jeremy:

High Flight

*Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and
swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.*

by John Gillespie Magee, Jr.

(Pilot Officer John Gillespie Magee, Jr. joined the Royal Canadian Air Force in October 1940, at age 18. He was killed in action during a dogfight December 11, 1941, at age 19.)

...Mike Wilson

My first RV cross country

It was 9:30 PM Saturday night and I was still at the Truckee, California airport nearly 500 miles away from home, waiting for a member of the Home Wing to come pick us up and give us a place to sleep for the night. I was supposed to have left Truckee at 1:00 PM, but things had not worked out that way. While waiting for our ride I decide to give Bill one more call to see if he was home. He was already in bed reading when I got a hold of him.

I explained my situation. When my passenger got into the plane his pant cuff caught on the COM switch and broke it. As I taxied to the runway the amp meter was flashing yellow, reading 50 amps just before the 35-amp breaker blew. By 4:00 PM, with help of a local A&P, the current draw was 32 amps with all the extra electricals turned off. Bill said I would be fine, come on home and he would help me fix it. "Just turn off all electrical draw on the panel and don't fly through any controlled airspace without a radio".

I was a new pilot on the longest cross-country that I had taken to date with a new plane. I was uncomfortable without a panel, but I thought I could fly from airport to airport and get home. The next problem had developed at 4:00 PM when I had tried to fly home. The plane backfired badly on the way to the run-up area and during run-up I found the left bank totally dead. I had tried for two hours to get the plane to start without success. Bill reassured me I would be fine, "just remove the p-lead from the left magneto and the engine should start right up". "Fly'er home, but do not touch the prop as the engine will be hot without the p-lead." That seemed reasonable to me and I would give that try.

Bill asked if there were any other problems. There was one more, but it did not bother me, as I did not think it would effect my flying. When I dragged my plane back to the tiedown area I noticed a red puddle under the passenger tire. Bill immediately said "Don't move that plane. I will get a new set of brake pads and be there at 11:00 AM with Jeremy." I knew I was going to sleep better as I really had not wanted to fly a crippled airplane home by myself.

By 11:00 Sunday morning I had found the brake system dry and a very worn O-ring in the caliper. I was removing the cowling when an RV-4 with a maroon stripe buzzed mid field. Bill landed, fixed the brakes, pulled the p-lead and the engine started up normally. After a few tests Bill attached the



p-lead and the full panel was drawing 27 amps. We were ready to fly home as soon as I could get the cowl-ing back on.

I asked Bill if he would give my friend Wayne a ride in his RV-4 as Wayne had a nearly completed 4 in his garage. Bill said no problem and off they flew. We had attracted a few on lookers from the local airport, one guy had just made a decision between an RV and another airplane and had chosen the other airplane, but he wanted a demo flight also if possible. Bill said no problem and off they flew.

Bill had great enthusiasm for flying and got a lot of enjoyment from helping people. I hope he will still fly with me, I just won't have to count him in the weight and balances anymore. He will be greatly missed.

...Gary Hanson

A couple more...

As a fellow EAA Chapter 105 I was lucky enough to frequent the back seat of Bill's RV-4. I will always remember those times...

Morning roll — Early in the morning, before the others were flying, we would take off in Bill's 4. As soon as we got straight and level Bill would ask "had your morning coffee yet?" I would always answer "nope, not me", Bill would say "that too bad because it is time for our morning roll." And over we go, two grown kids enjoying the sky.

Bill's hat — Before I could climb into the back seat of Bill's 4 I would have to pull the seat forward and chuck his brown hat in the back. Then when we got to breakfast I would pull that hat back out again. After breakfast the same routine with the hat again, and when we forgot the hat at the restaurant, back we'd go to get it. That darn hat got to be quite boring at times, but you don't know how much I'd give to be able to throw that hat behind the seat and go flying again.

...Gary Hanson

Bill

When I think of Bill, I think of trying to schedule a ride in the factory airplane. I tried several times before an opportunity finally presented itself. When the lords of the sky finally smiled upon me, I took the forty five-minute drive from my home to North Plains feeling quite excited. Upon arrival at Van's, I was informed that the person scheduled to take the flight was at lunch, and wouldn't be back for about an hour. When he heard that, Bill came out of his office, looked at me and said "well we can't keep a guy waiting around all day, I'll just get

my hat". We jumped in his pickup and headed for the proto shop. Behind the proto shop, "old-blue" sat parked on the ramp. After strapping in, and starting the engine, we headed out onto that filbert tree lined East-West stretch of grass. I was astounded by the way the airplane literally leaped into the air after a surprisingly short take off roll. I must have looked like a kid in a candy store for his first time, because the more excited I got, the bigger Bill's grin got. We flew to Twin Oaks to pick up fuel, and by the time we landed there I was sold on the finest airplane that I have ever experienced.

After the flight, on the way back to the factory, we spoke of what it really takes to build one of these airplanes. Bill said, "in reality there are two types of people that probably should never attempt to build a kit plane, one is an engineer that always wants to re-design everything, and the other is a machinist that always wants to build everything within five thousandths and consequently never gets done. By then, we had come to the stop light on the overpass over highway 26. As we sat waiting for the light to change, Bill pushed his hat back on his head and said "by the way, what do you do for a living?" I looked him straight in the eye, and said "well I've been a model maker machinist for Hewlett Packard for the past 23 years". He said "oh my". I said "does it count if I'm really a lousy machinist?" His face lit up with that trademark grin of his, he scratched his head, pulled his hat back down over his eyes, and said "you know! That should work!"

So Bill, I'm still building it within five thousandths plus or minus a quarter of an inch, and I only hope you are looking over my shoulder when it takes to the air.

...Randy Griffin

No answers, no words

I did not know Bill Benedict well — only met him during my RV-8 demo ride — but, since joining the RV community, I've learned what a special guy he was. He gave so much to so many. That, my friends, is a wonderful legacy.

I write a regular column in EAA's "Sport Aviation" called "Plane Talk." In the February issue I chronicled my initial visit to Vans and mentioned Bill Benedict. In that article I described Bill as a "quiet yet confident man." I stand by that description. But I'll take this opportunity to add that Bill Benedict was also capable, knowledgeable, loyal, and personable. Need a man be anything more than that? I think not.

I did not know Jeremy, but I know his website: outstanding! To do something like that you have to be smart and you have to care. I'm quite sure his efforts re-

(Continued on page 7)

(Continued from page 6)

flect who he was: a fine young man.

All of which brings us to the tragedy: incomprehensible. The hurt. The agony. The why. Questions to which there are no answers. There is only grieving, time, healing, and always, always the scar of the loss. Life, in other words. Sometimes wonderful; sometimes horribly difficult. Savor the wonderful, do your best with the difficult.

Really, there are no answers and there are no words to make it right again. It just doesn't work like that. What we have, however, is two wonderful legacies of two very fine human beings. What's left is for us to honor them. We can best do that by living the way they did, with integrity, hard work, caring, and love. For Van's isn't just a business, it's a community. And I can guaran-dang-tee you one thing: Bill and Jeremy don't want us to stop doing what we're doing. They want us to build good and fly safe. They want us to live life like they did, with gusto. And we will do so, in their honor, because they were special and, in our hearts, they always will be.

...Lauran Paine Jr.

Bill remembered

I know that most members of the group, and the RV family world wide, have some personal remembrances about the man who was really the public face of Van's Aircraft. Here are mine:

Before buying my tail kit in 1994, I went out to Van's for a demo ride. That's when I met Bill. He was completely casual, friendly, and un-assuming; and it wasn't until later that I learned he was the General Manager of the whole operation. The flight he gave me in the RV-6A erased any doubts I may have had about the airplane, but the smoothness and precision of his flying were also impressive. Now that I'm flying my own RV,

Bill really exemplified the spirit of community, friendliness, and knowledge sharing that attracts people to RV's almost as much as the machines themselves. I'm sure that a lot of the spirit of quality and customer service that you find when you call on anyone at Van's flowed directly from Bill's personality and business philosophy. I know I'll miss him.

I realize that the quick and sensitive controls really expose the skills of the pilot. To fly it the way Bill did takes real skill and finesse.

During the many years of building, Bill came to my aid numerous times. He was always willing to give his

time, one-on-one, to help me with any problems with the plans or kit. He personally inspected my airplane several times during construction and always had helpful tips and insight to share. When I had problems with defective parts, Bill took the time to make sure that the issue was handled, and always with a smile on his face. When I decided to design some non-standard avionics hookups, Bill reviewed my diagrams, made suggestions, and dug out the extra vendor documentation I needed. He let me visit his hangar while he was experimenting with the Airflow Performance Fuel Injection, and helped me avoid some of the mistakes I might have otherwise made when I installed my own unit. All the while, he was doing the same things for many, many other builders; and managing a fast-growing, international company.

Bill really exemplified the spirit of community, friendliness, and knowledge sharing that attracts people to RV's almost as much as the machines themselves. I'm sure that a lot of the spirit of quality and customer service that you find when you call on anyone at Van's flowed directly from Bill's personality and business philosophy. I know I'll miss him.

...Dan Benua

Jeremy

From the last couple of day's e-mails it is obvious that Bill Benedict touched the lives of many people in the RV community, and many of them have written some fine tributes to the outstanding individual that he was.

While I had met Bill, I had got to know Jeremy better. I'd like to share my experience for those of you who hadn't had the chance to meet him beyond his internet presence.

I had the pleasure of working with Jeremy during the last Van's Homecoming. We flew together for many hours over two fantastic days photographing RV's. We shot the seven stack of RV's that made the cover of the Van's Calendar (Jeremy was very proud of that), the Oshkosh '99 Kit Grand-Champ -6, and numerous other individual RV's. An excellent pilot, Jeremy was certainly one of the best I have worked with. By the time we finished flying together, we had shared many jokes and flying stories. It was like having a brother for a couple of days.

(Continued on page 8)

(Continued from page 7)

We sat under a tree in Van's backyard during the Saturday buffet and chatted about our respective plans for the future. Both of us were in the beginnings of freelance careers, and as I listened to Jeremy talk about his long term plans, I remember wishing that I had things so well sorted as he did. His future was really bright.

When I mentioned to Bill how helpful Jeremy had been, and how he had played a key part in the success of the photo efforts, you could tell that he was very proud of his son.

Once I was back in the UK we communicated frequently. When one of our pictures made the cover of the March issue of Sport Aviation, I couldn't be sure who was more pleased, him or me. We were pretty sure that we were the youngest team to achieve this.

Only last week, Jeremy and I were working out our plan for the photo sorties at this year's Homecoming. Now, I can't really believe that he, or Bill, is gone.

I am in no doubt that everyone in the giant extended Van's family feels the same sadness, and as George True said, if we feel bad, then those who knew Bill and Jeremy really well must be devastated.

...Ed Hicks, Bristol, UK

First flights

My first ride, like so many others', in an RV was with Bill in the factory's blue RV-6A from the Sunset air strip. This was in August of 1993. He had his floppy hat on. At the time I had no more than 100 hours total – almost all in a C-150.

I recall Bill looking in the fuel tanks and rocking the wings to see if there was any inside. I sure didn't see any! Bill said there was enough gas to get to Twin Oaks. I remember wondering how far away this Twin Oaks airport was. I also thought – cool, I get to see two landings and take-offs. I'm sure Bill did his usual demonstration routine – it was anything but routine for me. Of course the flight was over in what seemed like 5 minutes (probably it more like 20 or 25). I ordered my tail kit a few days later. It may appear like the proverbial \$30,000 free ride – but I would have bought the kit without it.

...Brian Moentenich



My thoughts of Bill Benedict. Bill was the one who took me for my first flight in an RV. It was in Old Blue. I had already bought my Tail Kit and was wide-eyed hooked on the RV's even before getting a ride in one. The flight was one I will never forget. Bill was so approachable - so quick to answer all of my dumb questions and yet he treated me like I was his first customer. and Gosh - what could I say about that goofy hat he wore, it was great!. He will be so sorely missed; it hurts. My prayers to his family.

...Charlie Rosenzweig Longview, WA

Fellow RVers:

After the difficult time spent last evening, I felt I should comment to you all. Perhaps it is therapy for me more than anything, so please bear with me.

Bill and Jeremy stayed with my family this past weekend during the Minnesota Wing RV Forum. It was a difficult shock to me, my wife, and kids as they all knew Bill well (he has stayed with us each year for the past five Forums). He was a great guy, enjoyed traveling and being on the road extolling the joys of RV flight and I had to drag him to the Sat night banquet after giving ride after ride in the -9A. Jeremy was a great kid with lots of future plans (he was getting married next year) and spent a lot of time with his laptop refining his web-sites.

I saw they off on their leg to Louisiana. We all checked the weather at length and it was good VFR all the way south to the Little Rock area and IFR from there. I kidded them about finding a nice expensive hotel in Missouri somewhere and waiting out the weather. That was their plan. From that point on we can only speculate and perhaps it is

best not to jump to conclusions.

The great time we all had at our Forum last weekend has been tarnished and all of us in the RV community have suffered probably our greatest loss. Time will heal, but it will be difficult.

*...Doug Weiler,
MN Wing*



Bill doing what he did best.

Last fall EAA Chapter 486 in Osewgo, N.Y. held their annual RV gathering. Several members of our chapter (EAA 1252 from Cleveland, Oh) traveled to New York to attend the event. When one of the speakers, Sensenich's Ken DeGraff, was unable to show for his allotted seminar time, Bill Benedict filled in and held the crowd mesmerized. His knowledge in the area of powerplants and propellers was unknown to many. Most knew Bill as the GM of Van's and many personally had the opportunity to fly with him in the company's -8. However, most were not aware of Bill's expertise and ability to convey it to his audience. His seminar was extremely informative and appreciated by all.

*Gary Palinkas
EAA Chapter 1252 Newsletter Editor
Columbia Station, Ohio*

The Bill we knew

I first met Bill Benedict at Oshkosh, the first year that he was employed by Van's Aircraft. I had just lost my first plane due to the floods in the St. Louis area and was looking for another plane to build. Bill spent a lot of time with me answering the many questions that I had. I was amazed at how low key he was in describing the RVs. I expected the hard sell and was pleasantly surprised when that didn't happen. Bill suggested that I could get a better demonstration of the plane if I could come to North Plains. Shortly after Oshkosh, I did just that and Bill gave me the tour of the factory and my first RV ride. I loved the plane, just like the rest of you. Bill suggested that it would be nice if my wife, who was less than enthusiastic about my first plane, would also take a demo ride. He and I talked her into one and when she was smiling as they taxied in, I knew I could have one. It was the first RV that Bill had personally sold.

(Continued on page 10)

(Continued from page 9)

Bill was very helpful during my construction period and like any "born again" type, I began to be an avid supporter of the RV program. I invited Bill to come to St. Louis and stay at my home and give a seminar about RV's. I rounded up about 40 people to attend the seminar. Bev made refreshments for them and we had a great time. We really got to know Bill and came to like him, not just as a company representative, but as a friend.

When I finally finished my RV-6A, I sent Bill a picture with the caption saying that it was the first RV that Bill had sold and said "Thanks for the \$30,000. free ride". I thought that he might put it up on the wall in his office. I was pleasantly surprised when I was visiting the factory. Instead of putting the picture of my RV on his office wall, he had it on the front counter of the office where everyone who came in could see it. I was so proud and so pleased that he thought so much of my plane and that it was important to him too.

For the next six years, my wife and I would go to Oshkosh two days early so that we could help Bill and the rest of Van's people set up their display. Then we would work in the booth so that they could take a break for lunch and perhaps see a bit of the show. After the show, we would help take the display down and then go and have a nice dinner with Bill and anyone else who cared to join us. We really enjoyed the time we spent with him.

We met Jeremy at Oshkosh and watched him grow from a shy youth to a fine young man with a bright future. We plan to move to Sequim, Washington this fall and we would kid both Bill and Jeremy about the fact that it hardly ever rains in Sequim, unlike the rest of the great "Northwet." We would tease him unmercifully, and he would give it right back to us. We are building on an airport community in Sequim and will have a hangar attached to our house. Bill had agreed that he would convince the Home Wing to fly up to our place for breakfast when our house was done. We were really looking forward to that. We still hope that the Home Wing will come, but it just won't be the same without Bill and Jeremy.

Our hearts go out to all of Bill and Jeremy's friends and families. We are deeply saddened by the loss of these dear friends. We will miss them.

*Jim and Bev Cone
RV-6A N929JC and RV-6A-QB N641JC*

To Van's

I sent the following (inadequate) e-mail to Van's earlier this week. I did not know Bill closely, but I looked forward to his visits to my project as TC. He would patiently answer my questions and offer advice ... I think he enjoyed my quandry over where the third wheel should go. When I saw him at the factory when picking up another bag of clecos or some such necessity, he would always ask how the project is going. His obvious enthusiasm and quiet competence were very effective motivators for me. I can only begin to imagine the impact that he must have had on those he was close to.

My thoughts are with the Benedict family and all of those at Van's whose lives were touched by Bill and Jeremy.

--Ray Fogg

Dear Van's,

I heard the sad news on Monday evening. My wife and I took a walk ... it was a gorgeous evening with the trees full of birds and the river running high and in full song. These are normally wonderful walks, peaceful and rejuvenating, with the opportunity to talk about critical things, trivial things, or nothing at all. This time I felt disconnected from the wonderful surroundings, struggling to come to grips with the loss of Bill and his son. I had only talked with Bill a few times; he was the Technical Counselor on my project, and I really appreciated his soft-spoken advice and encouragement. He clearly loved what he was doing.

My heart and prayers go out to the Benedict family and all of you at Van's.

Dear Van and Everyone,

I am numb with shock and sorrow since hearing about Bill and Jeremy late yesterday. I am also sure that whatever I am feeling, you must be feeling a hundred fold. It's hard to know what to say at a time like this, there are really no words.

I knew Jeremy only through seeing the excellent work he had done on the website. I met Bill last year at the Homecoming. It was both a memorable and heartwarming introduction. I arrived at Sunset airstrip around noon on Saturday, and registered with Diane. I asked for Bill, as I had spoken with him on the phone the day before about getting a ride in an RV. Diane pointed out this affable-looking gentleman with a beard, wire-rimmed

(Continued on page 11)

(Continued from page 10)

glasses, and wearing a wide-brimmed straw hat who seemed to be running the show. I introduced myself, and was met with a warm welcome from Bill. I liked him instantly.

About 20 minutes later, Bill came up to me, threw an arm over my shoulder, and said, "Okay George, it's your turn to fly the RV-8A". A moment later, Bill was strapping me into the back seat of the 8A, and he just had this incredible grin on his face. Just like that, and just that fast, I had my first RV ride. What a great ambassador of goodwill he was.

So this is what I remember of Bill - his genuine warmth and friendliness, and how he went out of his way to see that I had a great experience, even though he had never met me before. I can only try to imagine what memories those of you who really knew him must have. And I can't imagine how much it must hurt. And I don't know how someone like that can ever be replaced.

You are all in my thoughts and prayers today. God bless all of you.

*George True
Phoenix, AZ*

I'm a new guy..

Last Fall I went to the Fulton NY, RV forum. I met Bill Benedict. He was there, and gave rides in his RV 8a ALL DAY LONG! Only took a few minutes at noon for a soda. He was swamped with eager RV builders all day long,, 16 hrs straight out.. You could never even see his body for the crowd around him, all firing endless questions, non-stop throughout the day.

After dark, Mr. Benedict attended the spaghetti dinner in the hangar. He was again swamped with a crowd of tag-alongs, machine-gunning him with questions about RV prop maintenance, building short-cuts, etc, etc, etc.

He made his way over to the only empty chair in the hangar, and set his cold dinner down.. right near me. He hadn't gotten the first 2 bites down, when the man next to him just couldn't contain himself and had to ask about the RV8 accident review with all it's nuances.. Bill answered in great detail, as if it was the very first time that

the subject had come up..

I felt so sorry for this man. This man with the patience of a true saint. This true gentleman, who answered every one of 12 gazillion questions with calm sincerity, and forethought.. Never losing his temper, and engaging each person like an old friend.

As he finished off the last bite of his cold dinner, I couldn't help but ask him; "How do you do it?" (a 16 hr day filled with endless RV chit-chat). He snickered, and quietly spoke to me in his simplistic way. "It's no problem. These are good people".

Then we talked of the weather in his home state out west, and other non-RV related stuff. He seemed to enjoy talking about his home with me. Then, as he was gulping down his desert cake, the head speaker called him to the podium for closing comments. He jumped up (desert unfinished), made everyone glad they came, and thanked everyone for coming.

The RV "people" to him, obviously went far beyond a mere job. You could not have paid me enough to put in days like I watched Bill Benedict do. He loved the "RV People".. Plain and simple. And they loved him.

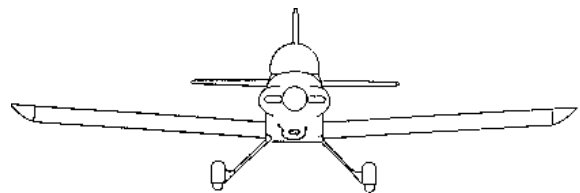
In my book, this was a true gentleman. The kind who come along at great interval. The kind who treat a lowly neophyte (me) like an equal. The kind of man who don't ever brag, when they, above all else have the right to.

I only met him once, but will remember him for a very long time. I'm deeply saddened by his passing and

hope that he will finally get to finish a hot meal & desert, in a better place.

...R. James, CT

"How do you do it?" (a 16 hr day filled with endless RV chit-chat). He snickered, and quietly spoke to me in his simplistic way. "It's no problem. These are good people".



"Fate is the Hunter" - The book has already been written. There is a risk when we reach for the clouds but if we did not take that risk or lives would remain impoverished and unfulfilled

...Keith

Eulogy: Bill Benedict

I have been given the honor to speak on behalf of the pilots about Bill Benedict and how they felt about Bill Benedict and to celebrate his life. Brent Anderson, Don Wentz, Carl Battjes, Randall Henderson and Steve Morton have helped me prepare.

Bill Benedict was a key person to many people and many organizations: his family, Van's Aircraft, the homebuilt aircraft movement, the kitplane industry, the Experimental Aircraft Association, Chapter 105 of the EAA, the Bogardus Trust, and the Home Wing RV Builders Group to name a few.

Bill graduated from the University of Florida in 1969 and immediately moved to Oregon to join Tektronix as a young engineer assigned to calibrate oscilloscopes in manufacturing. He then worked as a hardware engineer in the machine control and electron microscope groups and tried his hand as a field engineer before joining the spectrum analyzer group. This became his home for the next 16 years.

Bill was blessed with a skill that many engineers lack: the ability to communicate effectively. He was gregarious and could walk into a room of strangers and come out with ten good friends. Because of this he soon became a project leader and manager.

While Bill was not the most theoretical engineer, he had a very valuable talent. He always found a way to get the job done. He improvised ways around any obstacle that came up. To him, they were challenges. And Bill liked challenges.

Bill was the ultimate optimist. He once told Steve: "I was depressed one day, but I was over it the next morning!" Bill also maintained an unbridled enthusiasm that was infectious. This inspired many young engineers to dig in and make something happen. One of his former engineers at Tektronix said: "Bill was a great manager - always fair, always enthusiastic and always ready to give you a hand."

Sometimes Bill took on projects that were overwhelmingly large. He managed to finish them with hard work, determination and very long hours.

Because of Bill's out-going personality and technical skills, he was sent all over the world as an Engineering

Representative from the Spectrum Analyzer Group. He spent time in Europe, Japan and Iceland.

After 20 years at Tektronix, Bill decided to leave Tektronix to pursue other opportunities. During his career at Tektronix, he had acquired many friends, including those from the calibration group where he had started 20 years earlier.

In 1992 he joined Van's Aircraft, where he became general manager. He stepped in and implemented a level of organization they had not seen before that made possible the tremendous growth and success Van's Aircraft has experienced in recent years. The effect he had on other employees and customers has had a great deal to do with the high level of respect and admiration that Van's Aircraft enjoys in the homebuilt movement, the kitplane industry and the family of RV builders and flyers.

I met Bill due to his association with EAA Chapter 105 and the local RV builders group. I found he was a kindred spirit: he was a son of the South, he loved grits, and his plane of choice was the RV-4. Of course, he did have this quirky affection for wide brimmed hats, but I figured that must be a Florida thing.

Bill had a great love of flying, and a great love of flying RVs. He especially enjoyed giving people their first ride in an RV. You would be amazed at the number of times we have read messages on the Internet from an EAA chapter or builder's group from somewhere in the US which consistently talked about Bill's grin as he spent hour after hour in the hot sun giving them RV rides, and how appreciative they were. He had a smile and a good word for everyone, and he made a difference in people's lives here and around the world.

Bill had a lot to give, and he gave a lot. He was always helping someone get ready for their first flight, inspecting someone's project as a technical counselor, helping someone with their project, giving his time and assistance. As Carl Battjes puts it, the man had heart.

Bill was at the heart of Chapter 105. He began by volunteering as newsletter editor when the chapter held meetings at the PGE building in Beaverton. He and Del Zander were the driving force in moving it out to its hangar at Twin Oaks Airport where it has flourished. He served as its president from 1993 through 1994, which he enjoyed doing very much, and did very well. He served on its board of directors ever since. He organized
(Continued on page 13)

(Continued from page 12)

the first fly-in where we held the first pancake and grits breakfast, and delegated to me the pleasure of introducing grits to the great Northwest. Chapter 105 is the dynamic organization it is today due in large part to his presence, his calm consideration, and his well reasoned advice which were always available and welcomed when decisions were to be made. As Carl Battjes puts it, he could always "cut to the chase".

Bill had a great sense of humor, and Don Wentz reminded me to point out that he never let a board meeting pass without telling a good joke, getting everyone in a good mood. Brent reminded me of one of Bill's best jokes: the one about Elizabeth Taylor and the plastic surgeon. I'd tell it to you now, but we're in a church, and Father Obermiller looks like he can take care of business. In any event, when Bill's face comes to mind, I see him grinning and laughing under his wide brimmed hat after telling another good one.

Brent, Randall, Carl and Don all pointed out that Bill was totally immersed in life, living his dream, doing what he loved, and that not many people are living life that fully.

Bill was a leader. He was our leader. A man to be looked up to. A man to be trusted. A man to depend on for advice and guidance. A man whose opinions were given when requested, and whose opinions were always thoughtful and valuable.

The news Monday morning was the worst I have ever gotten. If Bill were here, we would have turned to him now for his sage advice of how to react to news like Monday's. Some pilots today might be questioning their passion for flying, thinking if it could happen to Bill Benedict, it could sure happen to me. Brent Anderson asked me to ponder what would Bill's message be if he were here to give it. Knowing how much he loved flying, and knowing how he loved to live life to the fullest, we have little doubt what his message would be. He would say not to be intimidated by such an event, but to continue to pursue our passions and live life to the fullest.

Bill would have pointed out that there is no way you can control everything in life. If anything, this accident shows that control is an illusion. As tragic as this was, it would be an even greater tragedy to withdraw into a shell and put aside your dreams.

Flying has risks: that is part of the attraction. But with that risk comes great rewards. In the long run, life's risk is always one hundred percent. The outcome is always sure, and the outcome is always the same. The greater risk, and the worse outcome, is to awake one day near the end of your life and to realize that you had not accomplished in life what you wanted, and you had let your life pass you by.

So we are sure that Bill's message would be don't be taken aback and don't put aside your passion for flying, but to live your lives to the fullest.

Jeremy shared the same passion for flying that his dad had. He was not following in his dad's footsteps, and he was not living in his dad's shadows, but his interests were clearly in aviation, and he seemed to have many of the same qualities that Bill had.

I spoke with my mother this week about the loss of Bill and Jeremy, and how terrible it was to get such news. She told me that now I knew how she and her generation felt when they got such news during the war: young men of promise, leaders of men, men she and hers had depended on gone prematurely.

I had heard her speak of such losses before, and I had read of such losses before, and I thought I had empathized with such losses before. But I hadn't. Now I do. Now I have lost someone that I and my friends and my fellow pilots have depended on. Now I have experienced the premature loss of someone that made my life better. And it is a terrible feeling.

They speak of the stages of grief. They say that time heals all. I'm sure it does. I'm sure this feeling of loss will pass away. But what won't pass away is the real loss. Bill Benedict was a key person to many people and many organizations. Without him, we are less.

Fortunately, what also won't pass away is the difference he made in our lives. Many people and many organizations are better today thanks to Bill Benedict. That will remain. And that will be remembered.

Goodbye, Bill.
Thank you, Bill.
And may God bless you, Bill.

...Rion Bourgeois



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

MONTHLY MEETING:

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

Place: Bob Neuner's/Jerry Springer's hangar
Hillsboro Airport (HIO), NE Tees, A6
Date: Thursday, May 11, 2000
Time: 7:00 pm
Phone: 503-539-1295

The May meeting will be at Bob Neuner's and Jerry Springer's hangar at Hillsboro airport. Bob's RV-6 fuselage will be out there, getting ready for final assembly. Jerry Springer's plane (as you probably already know,) has been flying for years. There are a number of other RVs hangared in the same area, so between the meeting, the neighbors, and the fly-ins, this month's meeting promises to be a nice little mini RV fly-in!

From Portland/Beaverton: Take Sunset Highway (US 26) west to the Helvetia Road exit. Turn left (south) off the exit. Turn right where it Ts onto Cornell Road. Turn right at the first traffic signal which is the airport entrance. Turn right again, past Hillsboro Aviation, to go to the Northeast T hangars.



From Hillsboro: From Hillsboro, take Cornell road North, turn left into the Hillsboro Airport, turn right to go to the NE T hangars.

Someone should be at the gate to let people in between about 6:45 and 7:30 pm. If there is no one there, call 503-539-1295 (be sure to write this number down or bring the NL with you in case you are late and get stuck outside the gate) and someone will come out to open it up. The hangar is A-6, it's in the last row on the right as you're driving in (first row on the left if you fly in), facing east (away from the runway).

Tentative future meeting schedule:

June: Fly-in, 6/24, no meeting
July: Randy Griffin's
Aug: Jerry & Judy VanGrunsven's

EAA CHAPTER 105 Pancake Breakfast:
First Saturday of every month at Twin Oaks Airpark, 8:00 am, \$4.00 (always lot's of RVs to look at too!)
This month: 5/6/2000

EAA CHAPTER 105 Monthly Meeting:
Third Thursday of every month at the EAA 105 hangar/clubhouse, Twin Oaks Airpark, 7:00 pm
This month: 5/18/2000

EAA CHAPTER 902 Monthly Meeting:
Second Wednesday of every month at the Mulino Airport in the OPA building. For info call Gary Sparks at 503-251-0843
This month: 5/10/2000

Winnemucca Fly-in, June 17-18

Grassroots type of local air fair with possibly an F-18 coming over from Fallon. I enjoyed the local flying group there recently and there are a few RVs on the field. It's also a nice flight over, crossing over the Steens Mts.

...Bob Boring

Weighty Error!

This notice is to point out a grievous error printed in the last issue. In my comments on Randall's new paint job I reported that he measured it at 30 lbs. That is what I get for not writing it down and waiting three weeks to write it up.

In fact Randall reports, after every effort to measure it EXACTLY the same way both before and after, he reports that the weight difference, clearcoat and all, was just 10 lbs. Even though he stuck his tanks to check for fuel evaporation (and found none), he would qualify that number as +3 / -0. Carl Hay reports that he measured his as precisely as possible and came up with 9.5 lbs.

Since most folks don't really know how much a trick paint job like that weighs this was an important number. My apologies to both Randall and Craig Roberts.

*Your editor,
Randy Lervold*

9th Annual Northwest RV Fly-in - Update

OK gang, as you know, June is approaching very quickly. I will have volunteer information at the next meeting, so be ready to sign-up. If you did something last year and would like to do the same thing, let us know, especially if you were a 'section leader'. If you want to help but doing something different, that's fine too.

You may have heard that there will be some runway and taxiway construction going on in June and July at Scappoose. We are hoping that this will not put a crimp in our activities, and are going ahead with plans at Scappoose. Should the situation take a turn for the worse, we will do a last minute relocation to another airport. The date has been finalized to June 24th.

Some of you have mentioned in the meetings that we ought to expand the scope of the fly-in to include some activities - ie classes on different phases of building, etc. Now, while I agree that those activities may have a place at the Fly-in, and that they could add to the value of the Fly-in, I haven't heard ANYONE come forward and agree to OWN any of those activities. As long as that is true, then we will continue to "not support" them. Again, I'm not saying that those are bad ideas, I'm just saying that I don't have time to drive them, and no one else appears to either.

Last year we had some great prizes to give-out, and they mostly got given-out, although it was a little clumsy and there was some whining. If you as a group thought it was worthwhile enough that we should do it again, then say so at the meeting and elect a couple of owners to take care of it.

So, let's all pitch-in, everyone do just a little each, and have another successful and fun day at the airport, looking at lots of cool RVs!

...The Duck

1/1/2001

Builder's Bookstore

for the builder, technician, & pilot

[HTTP://WWW.BUILDERSBOOKS.COM](http://www.buildersbooks.com)



Van's RV Specific

18 Years of the RV-ator	\$27.95
Orndorf Construction Videos	full set
Van's preview plans/manuals	RV-4,6,8
Aiming High	17.95
The RV-Story - VHS	10.00

Other RV Appropriate Titles

Aircraft Sheet Metal	\$18.95
43.13-B Accept. Methods	18.95
Bingelis - Sportplane Techniques	24.95
Bingelis - On Engines	24.95
Sky Ranch Engineering Manual	19.95
Aero Electric Connection	32.00
Fiberglass 101	25.95
AC Painting 101	25.95
Speed With Economy	24.95

Get your *discounted*
NOAA charts
here

Sectionals	\$6.95
WAC Charts	6.95
TAC Charts	3.95
Planning Charts	4.45



Other RV Appropriate Titles

Lycoming Operator's Manuals	\$19.90
Aircraft Auto Engine Installation	19.95
Instruments & Avionics	23.95
Taming the Tail Dragger	9.95
Builder's Log Book	4.95

Complete sections for:

- General Airframe Techniques
- Sheet Metal
- Composites
- Wood Working
- Fabric
- Aircraft Welding
- Engine Selection
- Engine Installation
- Engine Maintenance
- Engine Accessories
- Electrical and Panel
- Paint & Interiors
- Self Design & Engineering
- A&P Training & Testing
- Sport Flying Skills
- Sport Flying Stories
- Choosing a Homebuilt
- Log Books
- NOAA Charts

See our secure web site for a complete listing with detailed descriptions. Always in stock. Same day shipping. Never a packing or handling fee. Prices current as of 3/10/00.

Builder's Bookstore

<http://www.buildersbooks.com> for book and video info call 970 887-2207 PO Box 270 Tabernash, CO 80478

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-4 Empennage — Still in the crate. Inventoried and complete, all construction manuals and full set of plans included. \$500 takes all. Don't let this deal pass you by. Contact Bruce Gray, days 775-687-8833, eves. 775-265-5190. Carson City, NV area. 4/00

RV-4 Empennage kit - 1980 vintage, stored indoors, \$800 obo, RV-4 spinner \$40. Contact Mary Waymire 503-646-3490, 6/00

Horizontal stabilizer for RV-6. Completely assembled, structurally sound with a few slight dents and scratches. The parts to build a new one will cost you \$494.20 and that doesn't include the labor. Buy this one for only \$200.00 complete. Contact Dean at 503.681.0183 or email deanpsir@ftconnect.com, 8/00

Jump Start Your Project—RV6 empennage complete, wings 80% done. Top quality, built in A&P/A&I's shop. Switching to 8QB due to time constraints. \$7.5K. Contact Jon F. 503-262-2640 or Dave 503-640-7728, 8/00

RV-6 Empennage & Wing kits — Empennage partially completed, wing kit is Steve Barnard's fastbuild. Contact Rod Kimmel, 503-985-0606, 8/00

1988 RV-4 Cowling

- New, Never Used, Van's Finish Kit Issue Small Intake
- Long-style, Requires Prop Extension Polyester/fiberglass, Gelcoated
- Includes misc. fiberglass pieces, but not hinges, etc. O320 Only?
- \$250 + Shipping + Crating
- See at <http://www.matronics.com/MattsRV4/MiscPictures/88Cow11.jpg>

1993 RV-4 Cowling

- New, Never Used, Ordered Direct From Van's Large Intake
- Long-style, Requires Prop Extension
- Polyester/fiberglass, Gelcoated
- Includes misc. fiberglass pieces, but not hinges, etc. O320 or O360
- \$300 + Shipping + Crating
- See at <http://www.matronics.com/MattsRV4/MiscPictures/93Cow11.jpg>
- Contact Matt Dralle, dralle@matronics.com, 925-447-9886, 8/00

ATS Rivet Gun — New \$150, sell \$75. Brent Ohlgren 503-288-8197 or obrento@mail.aracnet.com 3/00

Avionics - All from Cessna 182, removed for upgrades:

- KR-86 ADF W/ KA44B Combined loop-sense antenna, \$1450.00
 - KN-64 DME with tray and cables \$1,650.00
 - Michel TKM MX-170B with Tray, Cables, KI 201C indicator (Radio is 1 3/4 years old) \$1,250.00
- Jay Phillips 503-640-0355, jphill5919@aol.com 3/00

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

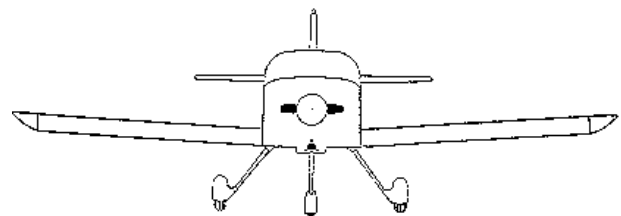
BuildersBookstore - Books and videos specifically for the RV builder and pilot. Call or write for a FREE catalog; (970) 887-2207, PO Box 270, Tabernash, CO 80478. Or see our web page at www.buildersbooks.com Featured item: 18 YEARS OF THE RV-ATOR is now

Subscriptions Due

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.



The Tool Exchange

The Home Wing owns a selection of tools for use by its members. The Toolmeister is **Brent Ohlgren, 503-288-8197**. Call either Brent to arrange use.

Remember:

- All use must go through Brent.
- You are personally (financially) responsible for any damage.

Home Wing Tools
HVLP paint sprayer
Hole template for instrument panel
Wire crimping tool & die
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.

Other benevolent members also have tools they may be willing to loan. Let the editor know if you have jigs, tools, shop space, etc. to loan, exchange, or otherwise provide — at no cost — or if you are looking for something specific to borrow. And whether your item is listed here or not, go ahead and bring it to the meeting.

Item	Owner/lender	Phone / e-mail
Custom cutting wheel	Stan VanGrunsven	
Prop tach (calibrate your tach)	Butch Walters	360-636-2483
Engine stand	Don Wentz	503-696-7185
Engine hoist	Norm Rainey	360-256-6192
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 break located at hanger PLS D-10 at Troutdale if an RV builder needs some metal bent.	Kevin Lane	503-233-1818 h3773@mcworld.
Lasar T-300 magneto timing tool.	Randy Lervold	360-817-9091, randyl@pacifier.com

Home Wing Newsletter Subscription/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: _____

Spouse: _____

Address: _____

Home phone: _____

City, State, Zip: _____

Work phone: _____

E-Mail: _____

Project:

Status:

RV-3

Empennage

RV-4

Wings

RV-6

Fuselage

RV-6A

Finish kit

RV-8

Flying

RV-8A

Payment:

Newsletter

Check:

Distribution:

Cash:

Mail

Info change only:

E-mail (pdf)

Home Wing – Van's Air Force
 Randy Lervold, Editor
 5228 NW 14th Circle
 Camas WA 98607

Disclaimer: 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 builders tips represent only the means by which the builder whose name is associated with the tip chose to build his/her aircraft. Builder's tips are not meant to replace the plans and instructions from Van's Aircraft. All builder's tips are presented only as a source of information and a forum for exchange and the sharing of ideas and construction methods. 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 or builder's tips misuse, incorrect construction, or design failure, nor any other peril. Any material printed within may be reprinted without permission, but please give credit to the original source and author. If the original source is not the Home Wing newsletter, it is not necessary to credit the Home Wing newsletter, only 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 subscriptions, ideas, tips, tricks, and articles to the newsletter editor.

Home Wing info:

Newsletter Editor & membership.....Randy Lervold 360-817-9091, 5228 NW 14th Circle, Camas WA 98607,
 randyl@pacifier.com
 Meeting & Flying CoordinatorRandall Henderson 503-297-5045, randallh@home.com
 Fly-In Leader.....Don Wentz 503-543-2298
 Home Wing web sitewww.edt.com/homewing