

Portland Area RV Builder's Group Newsletter

Issue 91.10

May 1992

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Last Meeting, Group Happenings

The last meeting was held at Cade's restaurant. We discussed plans for hosting an RV fly in this summer. (June 27th) We decided to host the fly in, and nominated folks to chase after the various tasks:

Don Wentz — coordinate food & drink.

Kef ton Black — possibility of a meeting place.

Bob DeVore & Ken Scott — mailing list.

Bob DeVore — handling RSVP's.

Steve Harris — producing flyer.

See the attached flyer, it has been sent out to approx 400 builders in WA,OR, & ID as well as another 120 with the Puget Sound RVator list and another 65 with the PDX area list — Almost 600 flyers will have been direct mailed to RV builders in the Northwest, so I think we will have quite the event.

Not really RV related, but probably of interest, A Questair Venture built by Lewis Aviation has recently flown from Hillsboro airport.

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May Meeting:

- Thursday, May 14th 7:00 PM
- Topics: RV—4 Fuselage construction & upcoming Fly In.
- Steve Harris's house, Rt 1 Box 254A, Banks OR 97106. (503)324-8131.

- Directions: From Portland metro area: West on HWY 26 towards Seaside. At the Y in the hwy where one fork goes to Tillamook and the other to Seaside, stay on HWY 26 to Seaside. Go to milepost 48, take the next right turn on Pihl Road. Cross the RR tracks and the bridge, hang to the right on Pihl Road and drive 1 mile off HWY where road will turn to gravel. Our driveway is the first one on the right after the road turns to gravel.

If you are on HWY 26 and come to the Dairy Queen on the left, turn around and take the first left, you missed the turnoff to Pihl Road.

Calendar & Miscellaneous

- Don't forget, EAA Chapter 105 meetings are every month on the third Thursday, 7:00 PM at the PGE building, corner of Murray and Scholls Ferry Rd.
- EAA Chapter 105 Fly-In at Scappoose. May 30th - Daytime!
- New items at Vans:
 - 0 RV-4 Fuse carrythrough for rear spar now comes pre—bent (I just bent mine about 3 days before Bob DeVore brought me the sample!)
 - 0 V Blocks for empennage control surface construction now come with the kit.
 - 0 Wing ribs will soon be stamped complete with lightening holes punched out! This one is a big time saver.
 - 0 New optional parts catalog price list is available.
 - 0 Stewart Warner gas sender floats are again available.
 - 0 O360 Filtered air scoop now available for RV-4.
- Flight Tech Interiors above Lewis aviation at HIO reportedly has good prices on upholstery work. 3565 NE Cornell Rd., HIO, OR 97124, (503) 643-9302.

Tips & Tricks

Nice Night Flight - - Don Wentz

Now that I have sold a number of the 'Duckworks Landing Lights', I thought it would be interesting to actually ride in an RV that was using the same reflector and bulb. So, I called Mike Seager and asked if he would take me up after dark. He was agreeable and picked—me up at 1S4 about 7:30 pm. Unfortunately it was already dark so I was unable to fully admire his new paint job....

We soon were airborne heading north so Mike went in for a touch & go at Kelso. As we were climbing out to the West, he suggested a landing at Vernonia to 'really see them work'. I wouldn't have tried it, but he is familiar with it so I thought "why not?"

As we were flying over the darkness of the forests, Mike pointed—out how the slightest light from the instrument panel reflects on the canopy. The digital readout radios and the LCD of the Loran were reflecting directly in my normal (right seat) line of vision out of the canopy, and very obtrusive. LED's and lighted switches were WAY bright in the darkness of the cockpit. So I will be thinking long and hard about locations and types of indicators, equipment, etc., to try to minimize their effects.

The landing at Vernonia was exciting but uneventful (which is good!), and gave me a great demonstration of the effectiveness of the lights. They have a long, strong beam, which is what I hoped for.

We flew back to Scappoose and did some hangar flying with some guys in the Antique club. What an enjoyable flight! I had forgotten how beautiful the night lights can be on a clear, calm night from a couple thousand feet.

Getting an opportunity to experience these hints first hand sure adds to the enjoyment of building my RV, as well as helping me make decisions along the way. Since I am starting on the fuselage now, this means a lot. Thanks again Mike for that really nice, night flight!

Don Wentz

Gas Cap Comes Apart - - John Ammeter

I have included an article about problems with a gas cap from John Ammeter — — Puget sound RVators.

What about those nuts? - - Jeff Hedrick

I imagine most people have some experience in automotive mechanics or something else and realize that the AN hardware supplied with the RV kit is fine threaded and as such requires very little torque. Nevertheless, I'm betting a number of RV builders are tightening those little quarter inch bolts in foot pounds rather than inch pounds. That's not the main interest of this note however, what about the bolts that don't get tightened at all? This is a very easy situation to get into in the RV's where the bolts may be installed temporarily a number of times, sometimes being removed to buck a rivet or reshape a part. To constantly retorque a bolt is tedious and not too good for the hardware, so add a note to your checklist to torque bolts before leaving or covering an area and mark on your plans when a bolt has been finally torqued. Some wing and fuselage nuts may not be accessible later!

A case close to point. A local fellow spent countless hours restoring a sailplane. It looked nice when done even though it gained a few pounds. After a couple flights he offered to let a friend who is an A&P fly it. While being towed through some rotor turbulence the A&P pilot pulled the control stick out of the floor. In desperation after experiencing some weird flight attitudes and partial control by using his thumb where the stick goes, he managed to get the stick back in the mechanism and landed safely. The stick had been set on top of the bolt that should have secured it and later the bolt was tightened assuming that it was through the stick. Likely, the bolt had been placed in it's hole to prevent loss then at some point the stick was set on top of it for testing the controls and then finally the nut was tightened, but never through the stick.

I guess my point is, make a note on your plans when you torque a bolt and remove the note if you loosen the bolt. This little reference will reassure you later that you nut are OK.



Trading Post

- Technician available to assist you with your RV wiring. (Advanced circuit design to basic wiring) Reasonable rates. Gordon Lawrence. 638-6464.
 - Landing lights for RV4/6/6A. Retrofittable, lightweight, clean, simple installation (under 6 hours). One or 2 lamp per wing versions. 55 Watt Halogen single unit \$69.95, double \$109.95 (add \$7 per lamp for 100 watt). Complete kit includes plexiglass lense, location templates, all mounting hardware (no switches/ wire), detailed instructions Don Wentz, 50641 Firridge Ave., Scappoose, OR 97056 503-543-2298 for information/price list and photos. \$10 discount for Builders Group members.
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KX170B Radio. Bonanza owner wants to upgrade. Has 2, one may be sold. Call Bob at 648-3697.

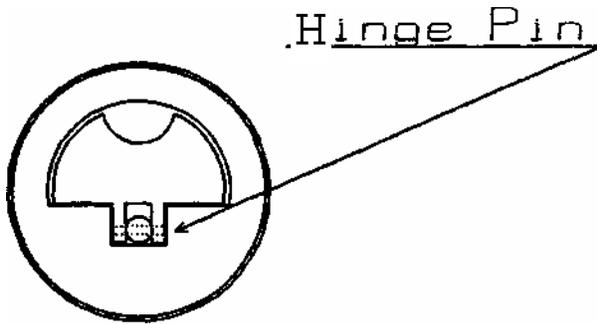
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Gas Cap Comes Apart

Recently, Jim Morgan, fellow builder and helper in the construction of my RV-6, was doing a preflight of N16JA. When he popped the cam lock lever on the right gas cap the cam came off in his hands. Luckily, the lower portion of the cap assembly did not fall into the tank. Investigation showed that the hinge pin had sheared apart. This hinge pin is a roll pin about 1/32" in diameter.



Gas Cap Can Ruin Your Day

When I checked the left gas cap I found its hinge pin was also bent and about to break. The 1/32" roll pin does not seem strong enough to withstand the force which can easily be applied when closing the cap; granted, some people have said I tend to be a little heavy handed when tightening nuts, etc. It is possible the rubber "O"-ring may have become larger and tighter due to use of auto gas. I had noticed that occasionally I had to loosen the adjustment nut because the cap was too hard to close. I've been using 80/87 almost exclusively for the last 10-15 hours and the "O"-ring seems to have shrunk back to normal size now.

With both gas caps breaking their hinge pins, I needed to make some kind of repair that would be permanent. Careful measurement of the edge margins seemed to indicate that it would be possible to drill out the hole to 1/16" and use a Stainless Steel pin from an aluminum hinge. The pin is held in place and cannot fall out in normal use. For the future, I intend to closely monitor the center aluminum pin/bolt to ensure that it does not wear further. I recommend that all RV flyers disassemble their gas caps and check the roll pin for wear. If the roll pin breaks, the aluminum pin/bolt can easily fall into the tank along with the "O"-ring and lower plate. The roll pin is all that holds the gas cap together.

1st Annual NorthWest RV Fly In Saturday, June 26th 10 AM-4PM Scappoose, OR

Sponsored By Portland Area RV Builders Group

RSVP By June 20th TO:

Attn. Bob DeVore:

Phone (503) 647-5717

FOB 281, North Plains OR 97133

FAX (503) 647-2206

FOOD WILL BE PROVIDED *ONLY* FOR RSVP's
80/87 & 100LL Fuel Available on Field

Scappoose (1S4) is located approx 15 miles NorthWest of PDX

45°46.3' North, 122°51.6' West

11NM off of 256° radial BTG VOR (116.6)

4000 ft paved runway, parallel Grass runway

Parking will probably be on the East side of the field, look for the squadron of RV's

SCAPPOOSE INC. AIRPARK.
1S4. 65'. 1NE. HAP). 45°
46.3'N 122°51' 6"W. (503)
397-2888. An days: nots on
reg F80-100. Mooas SS. Ben.
KEX 1190. 3070/24.

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U-122.8 Portlnd 121.65
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Reil (7 rm)
397-1490

Ft: MC MINNV1UE 1H.4S
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256° 11 UBG 117.40
3WH

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M3-66M Part Ti
100. Moon Man!
CrtsyCv 6
Sappoose tyS*

Ti W-1M U*m
CmyCar

