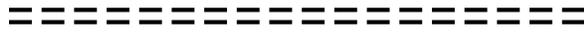


Portland Area RV Builder's Group Newsletter

November 1992

Issue 92.3



October Meeting:

Our October Meeting was at Brent Ohlgren's house in Forest Grove. Michael Henderson from Flitotech interiors (business card copied on last page) was our guest speaker and talked to us about various interior options for RV's. Available foams include the normal FAA approved fire resistant varieties, the lighter and cheaper foams, and conforfoam, a foam that molds to the shape of your body. Coverings include the normal upholsteries — all fire retardant, or you can bring your own, leathers, and sheepskin. The additional cost of leather or sheepskin in an RV interior was only a couple hundred bucks. We also talked quite a lot about soundproofing. As we all know, the RV's are noisy airplanes. Michael has quite a lot of experience with interiors and soundproofing of corporate jets and had some good recommendations for how to minimize the noise level for only a couple pounds of material. A couple of the options were an EAR closed cell foam product (very expensive) and a cheaper material called Ensolite that can be bonded with contact cement right to the skins. Michael will do the complete interior including carpets, seats, soundproofing, or whatever pieces you might want. He also has canopy covers and reflective sun-shields available. His prices also seem very reasonable. Now I just have to decide what color leather I want for my seats.... Flitotech Interiors is at the HIO airport in the Hillsboro Helicopters building above Lewis Aviation, stop by and talk to him about your custom interior.

Other items discussed — Don Wentz had his control sticks chromed at a place called JB Plating ?? (see business card on last page), both sticks cost about \$40. There is some concern about chroming structural parts — so use your own judgement. I took a slightly different route and had the parts powder coated. Powder coating is an electrostatic painting and then baking process that results in a very hard and durable finish. It can still be scratched, but it is quite a bit more durable than paint. I took the rollcage (RV—4), both sticks, flap torque tube, and control tube assembly to a place in Tualitin - Continental Coatings. Their mini-

mum chare is normally \$50 for setting up a color to powder coat, but if you want something common like white or black, he might be able to get you in with another lot and save some money. All the pieces I took in were sandblasted and powder coated for \$30. Not a bad deal. Tell them I sent you.

The bellcrank bearings needed for the aileron and elevator bellcranks are no longer supplied with the kits from Van's because they are all military surplus and the supply is very erratic. If you would prefer the bearings over the supplied bushings, Columbia Airmotive has some for about \$19 each and Will Nieuwert Aircraft supply has some for \$6.00 each. Four are required for a plane.

After a few more beers, we decided it was a good idea to get Brent started on drilling his one piece top skin on one of his wings. Of course with all those builders around, we had plenty of advice and willing hands to run the drill on *somebody elses* airplane... Seriously though, it was a lot of fun and good ideas were exchanged. We used a method of locating the ribs that was originally thought of by Don Wentz and improved on by Earl Brabandt. Basically the idea is to first drill a locating hole for the ribs in the rear spar in line with the rib and also mark the centerline of the rib above the butt joint of the main and leading edge skins. Then put the skin in place, use a strap duplicator (home—made in this case) to mark the aft hole and draw a straight line between that mark and the centerline marked above. A previously prepared template for rivet spacing then makes marking the rivets easy, and the holes are drilled, starting from the center and working out. Every one hit the center line of the ribs — of course it is a good idea to drill just through the skin, peek through to make sure you are lined up on the rib center line (adjust rib as necessary) and then finish drilling.



October Meeting

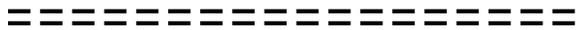
Place: Doug Stenger's shop

Date: Thursday 11-12-92

Time: 7:00 PM

Directions: From Beaverton, Portland area, West on Hwy 26 towards Seaside. Go past turnoff to hwy 6 to Tillamook, continue on 26 to Seaside to milepost 48. Go past the Dairy Queen, watch for the "Sunset Saloon" on the right hand (North side). Dougs's driveway is directly across from the Sunset Saloon. There is a sign at the driveway that says Pearl Wright Gallery.

Doug is building an RV-6 and has the structure nearly complete. He is doing a real nice job and there are some nice touches that I think everybody will enjoy seeing. See you Thursday.



Calendar & Miscellaneous

- Don't forget, EAA Chapter 105 meetings are every month on the third Thursday, 7:00 PM. Chapter 105 is moving to the Twin Oaks airpark. This is a great move, get the club out with real airplanes and people can actually fly into the meetings.
- Oregon Air Fair 92 is November 14, 15 at the Portland convention center. If you went last year, you'll probably go back. If not — — I thought it was pretty good, lots of good seminars and neat things to see.



Trading Post

- Leading—edge Landing light kits for RV4/6/6A. Retrofittable, easy installation (under 6 hours). Single (\$69) or double (\$109, 2 lamps in one mount) lamp versions, fit either wing. Complete kit includes plexiglass lense, halogen light, location templates, all mounting hardware, detailed instructions. Don Wentz, 50641 Firridge Ave., Scappoose, OR 97056 503-543-2298 for info/photos/price list. (Discount to Ptd Area Bldrs Group members)
- RV-4 Serial 686 for sale. This aircraft has been carefully gone over to bring all systems up to snuff, and was at Van's homecoming this fall. The aircraft has less than 300 hours total time, and has a midtime 160HP Lycoming O320-B3B turning a Pacesetter prop. With a full gyro panel, G-meter, full engine instrumentation, a KX—155 with glideslope, and modeC, this aircraft is ready to go. It is advertised in Trade-A-Plane for \$39,200. (408) 732-9832. (If anybody is interested, I have more information and pictures — — Steve)

The Portland area RV Builders Group newsletter is published more or less monthly. Subscriptions are \$8/year. 1st issue free for new builders. Mail subscriptions, ideas, tricks, and articles to the newsletter publisher:

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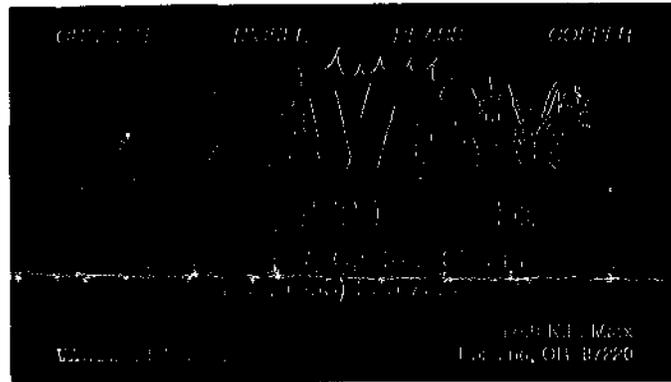
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