

Portland Area RV Builder's Group Newsletter

Issue 92.2

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September Meeting writeup by Don Wentz:

The September meeting at Don Wentz's house was a good one. We had at least 20 there, of whom 6 or more were new faces. Hopefully they will join us again. The meeting began with Don and Janet leaving for their son's open house at school! When they returned, new member Mike Fredette was just completing the sell—out of his project, including some great deals on everything from a tail kit to an autopilot, tools, etc. (So far Don reports that none of his project was sold while he was gone!). Mike decided that now is not the right time for him to start a project the size of an RV. Next we had a short Van's update from Ken Scott, mention of a Narco AT150 Xponder for sale by Bob DeVore, and the new swell resistant fuel cap O—rings from Kari Usher (DON'T call Van's about them, call Usher Industries). Each person then had the opportunity to introduce themselves along with status of their project (or planned project), along with any good/bad ideas that popped—into their heads. Of course, Norm Rainey, whose RV-6A had it's FIRST flight a week before, just couldn't resist telling us how much more fun FLYING an RV is than building it! He has about 10 hours on it now, and oddly enough, just can't wipe that s— - — eating grin off his face! A buddy of Norm's also told us how his new RV—4 (24 hrs) is much more fun than he even expected (we won't get into the analogy he used). Don then did a stem to stern discussion of things to do or not to do on his fuselage, with some helpful kibitsing from Ken Scott. Don's fuse is now out of the jig, 4.5 months after starting it. He claims that so far the fuse is much more entertaining than the wings, and says he is working harder on it than the wings. He "hopes" to finish sometime next summer, if he can keep hard at it. The group then adjourned to the family room from the shop to watch a 5 minute video that Don Wentz took of Norm taxiing—out and doing a couple of touch and goes in his new -6A (it has a nice white with gray & black stripe paint job). Norm really looked the part of the proud papa, and seemed to enjoy the opportunity to see his baby in flight. He took the tape, and all pretty much broke for their homes (or shops).

October 1992

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First Flight of N8992R

Norm Rainey's RV—6A has been seen in the skies over OR, see attached article and congratulations to Norm.

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October Meeting

Place: Brent Ohlgren's house 2027
17th Forest Grove 357-7980

Topic: Flitetech Interiors — Upholstery options

Date: Thursday, October 8th.

Time: 7:00 PM

Directions: Take Hwy 26 to the North Plains exit — — Don't go to Vans; go to Forest Grove (Follow the signs). Hwy 47 "T"'s at Pacific University, turn right — — to Main Street (another "T") then turn left. Thru 2 lights to 17th and turn left again. 2nd house at the end of the block on the left. Blue with yellow trim — — come around back and there's a door into the basement. If you get lost, call Brent at the number given above. Here is a crude map of the area in Forest Grove near Brent's house:

< Map did not scan well >

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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.

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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 mid time 160HP Lycoming O320-B3B turning a Pacesetter prop. With a full gyro panel, G—meter, full engine instrumentation, a KX-155 with glideslope, and mo-deC, 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)
- Heated Hangar Space available 12/1/92 at Hillsboro. Call Carl Hay 235-5020

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Plane Spoken -- from 1985 Readers Digest, compliments of EAA chapter 59 Grapevine

To help trap monkeys on the Philippine island of Mindanao for polio research, John N. Hamlet employed the native Moros. When the time came for him to leave, he felt he should do something special for them. Hamlet tells how he thanked his helpers:

They had never seen a plane on the ground and experienced only passing views of planes in flight, so I decided they might enjoy an airplane ride. I hired a pilot and plane. The Moros were unusually quiet as the plane took off and circled above their wooded mountain villages. They glanced out the windows a few times but remained nonchalant and silent, "it was some ride, wasn't it?" I asked enthusiastically at the end of the trip. "Think about it! There you were in the skies, riding higher than the trees, higher than the mountains. You could look down and see everything on the earth. Wasn't it wonderful?" The unsmiling, stoic leader of the little tribe looked me in the face. Finally he mumbled a few words. "Bugs do it," he said.

FANTASTIC

EVER WONDER WHAT IT'S LIKE TO FINALLY FINISH YOUR RV? YES, I TOO THOUGHT I'D NEVER SEE THE DAY WHEN I WOULDN'T BE SPENDING MY WEEKENDS IN THE GARAGE TORKTRG OUT THE DETAILS TO ENDLESS DECISIONS. BUT NOW, IT'S MY TURN TO PUT ON THE ' FINISHING TOUCHES AND PUSH THE BIRD OUT OF THE NEST.

TRANSPORTING THE FUSELAGE FROM VANCOUVER TO SCAPPOOSE WAS EASY WITH THE HELP OF THE U-HAUL FRANCHISE OWNER. I THEN PROCEEDED TO TAKE EACH WING SEPARATELY IN MY TOYOTA PICKUP. NOW THE FUN BEGINS... PUTTING THE WINGS BACK ON AGAIN (THE 6A NEEDS THEM ON SEVERAL TIMES BEFORE LEAVING THE GARAGE). NOW ALL OF THE INTERIOR, FARINGS, COWLING, ETC. ARE ASSEMBLED. EVERYTHING IS CHECKED FOR SAFETY AND I FOUND THAT HAVING THE BLUEPRINTS BY MY SIDE ALLOWED ME TO DOUBLE CHECK MY WORK AGAIN BEFORE I CLOSED THEM UP.

NEXT I USED FIVE BATHROOM SCALES TO WEIGH THE AIRPLANE. TWO SCALES FOR- EACH MAIN WHEEL (BECAUSE EACH WHEEL WEIGHED MORE THAN 300 LBS. WHICH IS THE MAXIMUM OF THE SCALE) PLUS ONE FOR THE NOSE WHEEL. THE F.A.A. IS VERY INTERESTED IN PAPERWORK, SO I WAS CAREFULL TO NOT MAKE MISTAKES HERE IN DOING WEIGHT AND BALANCE CALCULATIONS.

WHEN I HAD EVERYTHING DONE AND CHECKED OVER I HAD SEVERAL OTHER PEOPLE INSPECT MY PROJECT. ABOUT THAT TIME I MADE A PERSONAL TRIP OVER TO THE F.A.A. OFFICE WITH ALL PAPERWORK IN HAND, AND ASKED TO SPEAK WITH AN Inspector. I GOT BOB ECCLES WHO WAS NEW AND HADN'T INSPECTED ANYTHING TO DATE. HE WAS REAL HAPPY TO SEE MY PAPERWORK, AND COULDN'T WAIT TO START CHECKING IT OVER RIGHT THERE. HE THEN SCHEDULED A TIME THE FOLLOWING WEEK WITH THE CONSCENT OF HIS BOSS (ED). WHILE LOOKING AT MY WEIGHT AND BALANCE PAPERWORK, ED NOTICED THAT I HADN'T USED THE CORRECT MINIMUM FUEL (METO) AND SHOWED ME THE FORMULA. ALL I DID WAS USE VAN'S EXAMPLE, BUT THEY WERE INSISTENT UPON CHANGING MY WORK. I DIDN'T OBJECT, BUT QUITE FRANKLY IT DIDN'T REALLY CHANGE THE FINAL OUTCOME. I WAS STILL WITHIN THE CENTER OF GRAVITY LIMITS.

NOW AFTER LEAVING THEIR OFFICE I RECEIVED ANOTHER PHONE CALL AGAIN REGARDING THE SAME CALCULATION. I KNEW THIS WAS GOING TO BE INTERESTING... SO WHEN THE DAY CAME FOR THE INSPECTION, SURE ENOUGH I HAD TWO INSPECTORS. ONE JUST STOOD AROUND (ED) WHILE BOB STARTED AT THE TAIL AND PROCEEDED ALL THE WAY TO THE SPINNER IN ABOUT 1 1/2 HOURS. HE WAS ON HIS BACK, HEAD, OVER AND UNDER EVERYTHING. MY JOB WAS TO RECORD THE DISCREPENCIES. BY THE TIME HE FINISHED I HAD ABOUT 22 ITEMS.

MANY OF THE DISCREPENCIES WERE QUITE SIMPLE LIKE PUTTING THE WORD "MINIMUM" IN FRONT OF THE "100 OCTANE" ON THE WING PLUS THE WORD "FUEL". YES, THINGS OTHER THAN FUEL CAN GO IN THE TANKS!! I HAD LABELED THE FLAP HANDLE "FLAPS", BUT HE WANTED IT TO NOTE "1 NOTCH = 20 DEGREES AND 2ND NOTCH = 40 DEGREES. HE FOUND ONE CASTLE NUT WITHOUT A COTTER PIN ON THE CANOPY LATCH AND A BOLT IN THE ACCESSARY CASE THAT DIDN'T GO ALL OF THE WAY IN (ACTUALLY SOMEONE HAD PUT IN A BOLT THAT WAS TOO LONG AND IT HAD BOTTOMED OUT, SO AFTER ADDING ONE ADDITIONAL WASHER, IT WAS JUST FINE AND IT WASN'T ACTUALLY BEING USED FOR ANYTHING).

HE WANTED MY OIL COOLER LINES TIED DOWN SO THEY WOULDN'T MOVE AROUND PLUS ALL OF THE SPARK PLUG LEADS SEPARATED AND SECURED (NOT TIED TOGETHER). MY THROTTLE LINKAGE DIDN'T GO ALL THE WAY TO THE FULL OPEN STOP AND HE WASN'T HAPPY WITH THE CARD. HEAT DOOR (HE JUST WANTED IT TO GO COMPLETELY CLOSED WHEN CARB. HEAT WAS

APPLIED), SO A MINOR ADJUSTMENT WAS ALL THAT WAS NEEDED.

AFTER THEY LEFT ON A FRIDAY, I SPENT SAT. AND SUN. CORRECTING EVERYTHING AND CALLED HIM AT 7:30 A.M. MONDAY TO RESCHEDULE. THAT WEDNESDAY THEY BOTH RETURNED AND AFTER 30 MINUTES I HAD ALL THE PAPERWORK SIGNED OFF AND NOW I WAS LEGAL.

WITH SOME MINOR THINGS TO OVER COME (LEFT MAG HAD A CRACKED COIL, FUEL PRES AND OIL PRES SENDERS NEEDED BRACKETS THAT WOULD ALLOW THEM TO BE GROUNDED) I FINALLY GOT THE ENGINE TO RUN AND STARTED MY TAXI TESTING. WHAT A THRILL TO GO UP AND DOWN THE SIDES OF THE RUNWAY WHILE OTHERS WERE STREAKING PAST ME ON THEIR WAY UP INTO THE BRIGHT BLUE SKY. THIRTY MINUTES LATER I VENTURED ONTO THE RUNWAY AND BEGAN SOME FASTER SPEEDS AND SURE ENOUGH I COULD RAISE THE NOSE JUST EVER SO MUCH. HOW CAN THIS BE...I BUILT THIS THING THAT IS NOW COMING TO LIFE. ALL INSTRUMENTS STILL LOOKED TO BE IN THE GREEN, SO I MADE THE DECISION TO GO FOR MORE SPEED. THIS TIME I KNEW I WOULD PROBABLY LEAVE THE GROUND, AND THEN WHAT...PULL BACK ON THE THROTTLE AND IT BEGAN TO GLIDE BACK TO THE RUNWAY FROM 5 TO 10 FEET. I ROCKED THE WINGS EVER SO GENTLY AND COULD ALMOST FEEL A CRAMP IN MY ARM, BUT IT RESPONDED.

AFTER DOING THIS AGAIN MANY TIMES I BEGAN TO FEEL EVERMORE CONFIDENT THAT WHAT I HAD BUILT WAS HANDLING JUST AS IT SHOULD. SO NOW AFTER ABOUT ONE HOUR AND A HALF OF TAXI TIME I FELT THAT THE TIME WAS RIGHT. WITH SOME THOUGHTS OF "WHY AM I DOING THIS?" I PUSHED IN THE THROTTLE AND BEGAN TO ROTATEWOW ...100, 200, 300 ,ETC. UP TO PATTERN ALTITUDE AT 1055. NOW THAT I'M UP HERE, CAN I GET DOWN? WELL, LET'S GO AROUND TWICE AND THEN SET IT UP FOR MY FIRST LANDING. I MUST TELL YOU THAT MY KNEES WERE STARTING TO VIBRATE AND SHAKE WHEN I STARTED TO SLOW DOWN AND PUT ON THE FLAPS. TOTAL CONCENTRATION TOLD ME THAT ALL MY DREAMS WERE COMING TRUE THIS FIRST WEDNESDAY OF SEPTEMBER. YES/FANTISTIC^IS THE ONLY WAY TO DESCRIBE WHAT I EXPERIENCED THIS DAY.

IF EVER THERE IS A MESSAGE TO DELIVER IT IS JUST GET YOUR RV DONE... PLAYING IN THE SKY IS MUCH BETTER THAN PLAYING IN THE GARAGE.

Norm Rainey

