

**Portland Area
RV Builder's
Group**

Issue 93.6

July 1993

June Meeting:

The June meeting was held at Blackie and Norm's hangar at the Scappoose Airport. Norm was unable to make it as he was at his son's graduation. Too bad, there was plenty of admiration of his RV-6A by all those who hadn't seen it yet. Take my word for it Norm, they LIKE your paint scheme/colors (overall white with grey and black stripes). The way he applied the stripes really gives the illusion that his -6A is longer and sleeker than what they normally appear.

Mostly another bull session, with final discussions/plans for the flyin (covered later in this issue). Our plans to have the event catered fell-through, due to unexpectedly high cost estimates of >\$5 per plate! The group happily voted to do spaghetti again (much to the dismay of my wife!) and most there volunteered to bring it.

Due to marginal looking weather, no-one flew-in to the event, except for Bill Benedict in his RV-4. He and Blackie were kept busy answering questions about their RV-4s. I especially liked Blackie's idea for the Oil Dipstick access panel latch with the internal release.

Next Meeting:

Place: Mike Seager's Hangar
Vernonia Airport

Date: Saturday, August 7 Time:
10:00 AM

The July meeting is cancelled due to the proximity (next week) to the Fly-in (last Saturday). We will have the August meeting, however, it will be on the FIRST Saturday of August (8/7).

Note - there will be no August newsletter, so consider this your notification of the meeting!

This will be our first meeting at Vernonia this year, one of our favorite meeting locations. This date will coincide with the Vernonia days weekend, so there will be a small fly-in that day, along with many members of the 120/140 club, of which Mike is a long-time member.

We will have a short meeting centered-around Mike's second RV-6 project. Other than that, we will just enjoy a fun day at a nice, relaxed, friendly grass-strip fly-in/barbecue. See you there!

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Builder's Tips:

I pulled a couple of tidbits off of E-mail from some of our RV friends around the world:

From builder Dave Hyde:

For those of us on the east coast, Read Plastics in Rockville, MD, is a great source for any 3M stuff including Scotchbrite wheels, pads, etc. They're also a lot cheaper than any of the kit-tool places on most things. Their phone* is 301-881-7900. davehyde@tecnet1 .jcte.jcs.mil

From builder Doug Bloomberg: Howdy, At the Frederick RV Forum, someone had sent for display, Wingtip landing lights. Looked great, but there was NO information. Anybody have any info or experience with this lighting system? ie cost, fit, etc. (if you know anything about this, I can pass it along to Doug (don w.)).

An alternative to Dave Hyde's scotch brite (for those of us that do not live near D.C.) (BTW REED's PLASTICS is a great place, been there) is through Harbor Freight, Camarillo CA. I believe the cost is ~\$11.00 for a box. Also, they have rolls of aluminum oxide cloth about 2" wide and 50 yd long for ~\$9.00. (Harbor freight has a huge selection of stuff in their catalog, but, buyer beware, in many cases the reason their prices are low, is because the quality of the product matches the price. However, if you know the brand of the product, you can get good buys. I have several tools and things from them that I use on my project daily. Call Harbor Freight at 312-431-6102 to request a catalog, dw).

2nd Annual Northwest RV Fly-in:

Well, we had another enjoyable, successful fly-in this year!. Once again it was a pretty casual affair, with a spaghetti lunch, favorite aircraft contest (a marginal success again, like last year), an un-announced aircraft landing contest, 2 factory demonstrators (Van in the RV-4, Bill Benedict in the RV-6T), formation fly-bys of the 'Blackjack Squadron' (did you see the great insignia they had on their tails?), and the positive remarks of those who attended. RV attendance was down from 42 in 92 to 38 this year, but with some of the Seattle folks being at the Museum of Flight, and the general low, restrictive surrounding clouds, that is not surprising. I can think of at least 7 RVs that were there last year that weren't this year. The number of 'other' aircraft, including 2 nice Glasairs (Norm, did you HAVE to park them clear over there?) totaled about 35.

Most often heard remarks had to do with how they liked the "low-key" tone of our fly-in. Lunch was only \$2, pop 50 cents, no admission. Our only vendors were Mark from Van's selling items from the back of his truck and handing-out parts catalogs, my 'Duckworks Landing Light' display (sold a few units, thank you), and Randall & Jeanne Henderson selling "Official" Fly-in T-shirts (about 45 sold). No charge to the vendors.

Some interesting items heard/observed during the day:

- *• The first arrival was John Abercrombie and his wife of Roseburg OR, who landed in a 172 at about 8:15 am. He got to help us set-up tents and tables, and mentioned that he was half-way done with a -6A, but had never ridden in an RV. I saw him later in the right seat of the -6T, and I doubt that the grin has left his face yet!
 - *• There was an RV-6, still in unpainted aluminum, with a belly spoiler reminiscent of the F4-U Corsair! About then Wayne Stonecipher of Phlogiston Products walked up. He wasn't amused when I asked him if that was a new option on his custom-built wings. It was quite a sight hanging-down between the flaps. Did anyone find-out how well it works?
 - *• They say copying is flattery. Well, builders Don & Shirley Sorrels of Kennewick WA finished their RV-6 with an identical paint/polish job like that Oshkosh champion RV-4 from last year. Same type of maroon and silver trim. Looked great!
 - *• The "Blue Angel RV-3" that won best -3 last year wasn't there, but a Blue Angel RV-4 was. Very pretty dark blue with bright yellow accents. This plane also had flip-top baggage storage bays in the fiberglass wingtips.
 - *• Being an old Cessna 140 driver for years, Dan Delano flew his -6 down to Redding CA for the 120/140 fly-in in the morning, then joined us in the afternoon! Those RVs sure get around. Unfortunately for us, we lost several local builders to that fly-in.
 - *• One individual must have liked our event. When he paid for his \$2 lunch, he gave a 20 dollar bill, and insisted we keep it as his contribution to our effort. Now we have to do it again next year!
 - *• Bill Benedict "worked" all day again, giving demo rides in the -6T. I think I saw him stop for lunch...
 - *• Dave Lewis of Lewis Aviation stopped in. I wonder how many of the RVs there were touched by his shop?
 - *• Local 'hired guns' Doug Stenger, and Henry Gorgas of AirCrafters were seen poking around.
 - *• Farthest travelled (that we know of), was Phil Kormylo of Meridian ID, flying a C-182, but building an RV-6A. «•
- According to the registrations, 38 more RVs are under construction among the attendees, including the second ones of at least 3 who flew-in in their first!
- «• I got interviewed by the local paper and had my name and picture published. This is bad because I had neglected to inform the Port of St Helens (who owns the airport) about our little event, and when the airport manager (who had happened-by the airport during the fly-in) saw the picture, I got a somewhat negative phone call from her. Oops. You can be SURE that I will be contacting her next year!

Specifics:

Written registrations:	115	Lunches sold:	186
Total RVs:	38	Total others:	35
Total RSVPs:	209	Total income (pop & lunch):	\$535

From this income will come:

Port-o-let rental:	\$45
Pop reimburse to Rion:	\$142.50 (minus a refund for unused canisters/cups - appx \$50)

Reimburse all who bought materials.

The remaining balance that I estimate will be about \$350 will be saved to help front the costs for next year.

Landing Contest:

Most of the participants probably noticed a small group of folks sitting in lawn chairs near the runway. They also probably noticed these folks standing-up with signs showing numbers like - 9, 9.5, 8.5, etc. Yes, they WERE scoring your landings! Brent Ohlgren, his wife Mike, and Alan Hansen set-up an un-announced landing contest. Van was leading for a long time, but was beaten by a wonderfully smooth 3-pointer by Ken Briegleb (beautiful purple/black RV-4) of LaCenter View Airstrip across the river in Washington. He will get a certificate for his effort, as will RV-3 N10LE, who has the dubious honor of worst landing (Brent counted 8 touch-downs in that attempt).

Aircraft Judging:

Once again the 'favorite aircraft' judging had a limited success. Next year we need to look at doing something different. The comments I heard went something like, "How can I pick a favorite, I like different things on different planes.". I felt the same way when I tried to do my voting. Some I liked the paint, some the interior, etc. We did determine winners however, and certificates will be sent-out, as will the top prize, a Duckworks Landing Light kit.

Favorite RV:

RV-3: N27RV with 14 votes out of 15 total. Owner?

RV-4: N31705 with 6 votes out of 19 total. Owner?

RV-6: N40JP with 9 votes out of 16 total. Jim Prevost from Vancouver, WA.

RV-6A: N8992R with 15 votes out of 15 total. Our own Norm Rainey from Vancouver, WA.

Overall: RV-6 N40JP with 5 votes out of 16 total.. Jim Prevost from Vancouver, WA. (I'm sure these are not the first awards this RV-6 has won!).

So apparently only 19 people or so actually voted. Oh well. Some of the winners didn't sign the registry, so it may be tough matching N#s to names. Congratulations to the winners, and to all who actually flew-in in their own RVs!

Recognition:

Many people in the group worked hard to make this thing happen, and I want to try and recognize them here:

-> Randall and Jeanne Henderson - Randall did the flyers, the ballots for the aircraft judging, and the T-shirts. Him and Jeanne spent the whole day selling them, and basically did little aircraft watching. BTW, the T-shirts are

GREAT!

-> Norm Rainey spent 3 hours parking incoming aircraft and manning the radio for "Scappoose Ground Control".

-> Bill Kenny helped with setup and loaned his handheld for ground comm. (I still have your radio Bill!)

-> Janet Wentz, Sandy Wilson, Tracy Harris and more jumped-in and saved us guys from screwing-up lunch! We were what you might call disorganized for the lunch.

-> All of those who made spaghetti, I think we came-in fairly close and won't all be eating it for the next 2 weeks, like last year!

-> Joe and Char Miller, who I called Friday nite and sent running to Costco because I forgot to get plates and napkins. They also had to run to the store during lunch when we ran out of salad.

-> Mike & Ben Wilson helped haul tables to and from the event, and were there bright and early to set-up tents.

-> Monty and Linda Hughes who tried hard to get caterers, even though it didn't work-out. They did supply 6 large tables and a pile of folding chairs.

-> Rion Bourgeois arranged for the pop, made signs, and contacted Transwestern Helicopters to arrange a place to have the event, since last year's location was under construction.

-> Betsy Johnson's TransWestern Helicopters and her crew, ESPECIALLY Kevin, who really took care of us.

They mowed all over the place so we would have auto and plane parking, recommended where we had the event on the airport (it was much better than the spot I picked-out), negotiated with the road construction crew working all around us to get more water trucks to keep dust down (we didn't even notice them, they were great), set-up their fuel trucks in a more convenient location for the fly-in folks, help find/haul tables, loaned us the dining flies, etc., etc. Awesome support from these folks!

Thank you all for your efforts. You made the event happen.

Next Year's Fly-in:

Without getting carried-away, we do need to be a little more prepared next year, if for no other reason, to prevent a few folks from having to "work" all day. Here are some suggestions to help us get ready:

Committees:

- > Flyers: someone to coordinate, develop, and make them happen. Also, we are considering an alternate method to sending flyers. In 92 we sent 500+, in 93 700+. We need to consider whether we can get adequate coverage using the RVAator, rags, etc.
- > Food: group to determine what to serve and to obtain the ingredients. Also to set-up volunteers to cook/serve, etc. Janet Wentz has volunteered to chair this committee for next year.
- > Set-up: group will be responsible for getting necessary equipment to airport (tables, tents, signs, etc.) and getting volunteers to help do the set-up.
- > Parking: group to arrange volunteers to direct auto parking, run "Scappoose Ground", and park aircraft. Need to do in 1 hour shifts so 1 person isn't stuck doing it all day like Norm was this year.
- > Clean-up: need to arrange for some bodies to help after everyone leaves.

Project Status: I haven't heard much, due to concentration on the Fly-in. Next Month.

T-Shirts. by Randall Henderson

When I arrived home one day about a week before the fly-in with a big box of T-shirts and a guilty look on my face, Jeanne only had to take one look to know I was up to another of my hair-brained schemes. And I can't deny that as really no good reason, other than that I thought it would be neat to have a T-shirt for the event, for me to go out and plunk down several hundred dollars of our own money for a bunch of T-shirts in the hope of selling enough to at least break even. But that's what I did, and darned if we didn't sell almost all of them!

Credit has to go to my friend Jason Cassezza, who did the artwork for the T-shirts. He's not a builder or a pilot, just a guy who can draw and who doesn't seem to mind listening to me ramble about airplanes all day.

I'm already thinking about what next year's T-shirts might look like, but I'd want to do it differently, like maybe more of a club effort as opposed to doing it solo. I'm not too concerned about taking the risk now that I have an idea of how many might be sold, but the problem is I want to spend more time looking at airplanes instead of taking care of my investment! On the other hand, judging by the way Jeanne's rolling her eyes as she reads this over my shoulder, maybe I'd better just leave the whole thing to someone else next time, if anyone is interested. I can't blame her, she wanted to go out and look at airplanes too! (Maybe we can get Randall to head the T-shirt committee, and get help selling them. :-) Ed.)

Want Ads:

Let us know what you got but don't want. Ads are FREE. What a deal.

Duckworks Landing Lights. Retro-fittable, light, easy installation. Kits start at \$69 (discount for PARVBG members). Don Wentz, 503-696-7185 for info.

Military grips with buttons/wires. These are somewhat smaller than some of the others I've seen. Contact Kefton (Blackie) Black for info. 503-621-3125.

Frank Justice has a spare wing jig available. 503-642-5713.