

Portland Area  
RV Builder's Group  
Newsletter

Issue 93.5

June 1993

=====

May Meeting

The May meeting was held at the Hallmark Inn. Thanks a bunch to those of you who showed-up to help fold, staple, and label the Flyers. Even with 20 or so of us, it took an hour to put 700 of them together. A GREAT group effort!

Mostly it was a bull session, although we did have a short discussion about the "2nd Annual Northwest RV Fly-in". See the update later in the newsletter.

=====

Next Meeting

Place: Blackie and Norm's hangar  
Scappoose Airpark

Date: Thursday, June 10

Time: 7:00 PM

The June meeting will be held at their hangar which is in the West hangars, the light blue bldg, north-east corner facing the runway. If you don't know the code for the gate, wait for someone who does or flag us from the fence. Hopefully some of the gang will fly-in for the meeting.

The agenda will deal with plans for the fly-in, especially where it will be on the field. The construction of the new taxiway is not moving well and last year's location near the Antique Clubhouse will NOT be available. It appears that we will need to move across the runway from where we were last year.

See you at the meeting!

=====

Builder's Tips

No other input this month, so I guess you have to listen to another one of mine. Subject: How to finish the dangerous edge formed by the canopy skin where it overhangs the instrument panel.

Here is one method. I went to our friendly neighborhood airplane manufacturer (Van's) and bought a piece of the aluminum tubing used as the subframe at the front of the tip-up canopy assembly. I got a 47" piece which was more than enough material.

Next I carefully bent the tube to match the contour of the edge. I didn't have the appropriate tool so I bent it over my knee. Worked fine! I then marked center along the skin edge and split it with the die grinder and cutting wheel. Finally I fit it on and drilled from the bottom for pop rivets to hold it on. It looks great and took <3 hours total time. Don Wentz

Now that I've completed my RV, I guess the only thing left to do is fly...but where? My 18 year old was scheduled to leave for San Francisco for 5 days the end of April, so my wife and I decided to go 1400 n.m. east to visit relatives in Missouri. Although we'd done this trip 10\* times before in years past in our 35 Bonanza, this would be the first long cross-country for the RV-6A since it's first flight in September.

We departed in the early afternoon under cover of rain and 10 miles visibility. Burley Idaho would be our first stop in under 3 hours with the sun beaming down upon our heads. As we pulled up to the gas pumps, a crop-duster was idling with his prop-wash hitting the leading edge of our RV. I waited until he pulled away before popping open the canopy, but upon rounding the front of our plane I noticed spots of oil all over the front including the tip of the spinner. The crop-duster had just overhauled his engine and the oil cooler gave out...what a mess, but within minutes there were three people wiping down our plane from top to bottom (including a fair share of bugs). Yes, a nice new plane does get special attention.

Our next stop was Laramie, Wy. where we spent the night. Upon landing just before dark in very cold and windy conditions, someone in a 172 wanted to visit while I was intent on tieing down and finding a motel and restaurant. Our courtesy car had been called from the motel before we landed by someone on the radio, so not much time was wasted before he arrived to take us into town.

The next morning as we left about 8 am. the temperature was about 32 with clear skies and our first leg was to Hastings, NE. In just over 2 hours the temperature was now close to 70 with only another 2 hours left to complete our trip to Fulton, Mo. Upon arrival there we found a large crowd waiting for us along with a local newspaper reporter with cameras in hand to record our arrival. My father-in-law had pre-arranged this to record our first long cross-country. On Sunday our story was on the front page...RV's seem to catch the imagination of almost anyone who can dream of building and flying your own airplane.

Our return back home required us to head south Sunday afternoon to Tulsa, OK. in order to get through an IFR wall from the Canadian border south to the Gulf of Mexico. The rain was so heavy at times that forward visibility out the canopy was zero, but looking out to the left and right was good. Crossing into Kansas under a low layer with marginal visibility was short in duration and as we neared Dodge City, KS. the sun was again shining. We spent the night in Akron, Co. and planned to complete the trip the next day, but found the weather again to be impassable north of Boise, ID. Severe thunderstorms with 75 kt winds, 1 3/4 inch hail and that evening 40-50 ft trees were up-rooted in the town of Banks. We stopped in Boise with 35 kt winds and rain, knowing this storm would pass over night. I talked the Boise people into putting my RV in their big hanger for the night for free (normally they charge \$45 per night). They said that they've never lost a plane yet, but I challenged with the fact that the RV's are quite light and 75 kt winds can do awful things to aluminum.

The final leg from Boise to Scappoose was started the next day, but again the weather didn't cooperate resulting in the Blue Mountains being full of snow, rain and fog. Several old-timers stated at LaGrande that they could get through, but after three separate trys, I reluctantly spent the night waiting it out. The next morning things were cleared out and we got back to Scappoose before 7am.

The RV performed perfectly during the entire 25 hours we spent during our trip. Several hours in Missouri were logged taking everyone for a ride, even my brother-in-law who had just retired from the Navy after 20 years flying such monsters as the C-130, P-3 and King Airs. He was completely impressed with it's looks, performance and felt sure these planes had to be one of the best deals going in aviation today.

Thanks for the great story Norm. It must really be gratifying to do some serious traveling in your very-own creation. I suppose now you have shut-up all those who were wondering 'what that nut was doing building an airplane in his garage', right?



2nd Annual Northwest RV Fly-in Plans:

Based-upon the discussions at the last meeting, this is what we have so far:

Where: Scappoose

When: June 26, Saturday (same weekend as last year)

Flyers are mailed (700 of them!).

Randall working-on judging of RVs, including ballots, prizes (Duckworkds LL as top prize).

Categories: People's Choice RV-3, 4, 6, 6A, and favorite overall.

Results will be announced during lunch. Hopefully Randall will have sample ballots at the meeting.

Monty did considerable research into buying BBQ chicken from a catering outfit after last year's event. Monty found-out that the vendor has raised the price too much (>\$8 a plate!?). We need to keep looking for other vendors, or we will be cooking ourselves.

Brent O. looking into possible flying activities; 1) spot landing? 2) short takeoff? 3) quality landing? 4) any ideas? We'll see what Brent has at the meeting.

Port-o-lets (2) last year cost \$90. We agreed last meeting to got them again this year. My wife (Janet) will arrange.

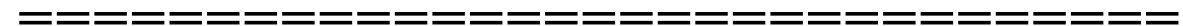
The Soda is probably our best chance to come-out ahead (or at least close to even) on this thing. Unless someone has an 'in' somewhere, we will handle-it similarly to last year. I may look for some local scouts or someone to 'run' it, if necessary. A % donation to their cause may be worth it to them. We are considering 50 cents a cup, 25 cent refills, or a bottomless cup for \$1. Any input?

We had appx. \$120 left from last year, of which appx. \$65 went into the flyers. We

have received RSVPs, I will have a count at the meeting (so far, 101).

I heard from John Ammeter of the Puget Sound RVAtors. He said their annual Museum of Flight event is that day, so they will not be able to make it. He was definitely disappointed, as are we. They represent a large # of RVs, and probably include "Blackjack Flight", whose formation fly-bys last year were big hits with the crowd. Hopefully there will be more other completed aircraft to take their place. We will miss them.

Let's all pitch-in and make this thing as much fun and success as last year! Don Wentz



Project Status

I would like to make this a regular feature in the newsletter. With 70 paying members, we ought to be able to have a few mentioned here each month. I gleaned these from conversations with various people, but you could mail me a note or hand me one at the meetings. If you are done with your project, how about a story on your favorite trip, or anything at all about it, like # of hours, etc.

Don Wentz, RV-6 PTWFEf

It seems like the canopy is taking forever (almost 3 months now). Part of the reason is I have been working long hours at my job (you know, the THING that pays for my project). Another reason is that it is more than just cutting the plexi and putting it in. It took a month just to get the framework ready. Add to that ail of the release mechanism, the latches (both top and sides), the rear window, side skirts, pneumatic struts, etc. I also painted all of the roll-over and framework structure prior to installing the plexi.

I have just finished the fibreglassing of the front of the plexi to the canopy skin. I think it turned-out great. I recommend molding the strip in place. Now I can dig into the panel and interior full-bore. That should be fun. Once I get them well along, I will install the engine mount and gear, which are all drilled and painted, waiting to go on.

Ken Scott, RV-6 Slider PTWFEF

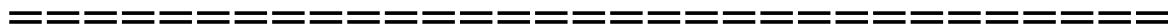
Ken is all but done, except for painting and final assembly. Again, it seems like it is taking forever to get the painting done, bad weather, vacationing painter, dropped parts, etc. Dropped parts?!?! Yes, sadly, a wing, flap, aileron, and elevators have gotten dinged during the process. Ken continues to plug along tho, and should be there soon.

Rion Bourgeois, RV-4 PTw

Rion has finished-up his tail and just completed his own spars. During the process he picked-up a LARGE pneumatic riveter that he is willing to loan-out for spar work (doesn't Van's have one also?). Keep that in mind when you get close to spar time. He is undecided about whether he would do it again. Maybe he will explain why at the meeting.

BTW, Rion was in Flying Magazine's Letters section, with the answer to the question: What state can you fly south from and enter each adjoining state? Answer: Arkansas.

So, how are the rest of you doing?



Classifieds

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

Chard is selling an assortment of tools and stuff. Frank Justice has a spare wing jig available.