

# Portland Area RV Builder's Group

Issue 93.9

November 1993



## October Meeting:

The October meeting was held at Twin Oaks Airpark in the EAA Chapter 105 Hangar.

We had a large turnout of >25 members, including 2 VanGrunsvens, Dick and brother Stan, who has joined the group and started work on an RV-6A.

Carl Hay was our host, showing-off his nearly completed (I know, by *whose* measurement!) RV-6. Carl's -6 is a little unique since he normally gets around by wheelchair and it is completely controlled by hand controls, of his own design. He has considerable experience in a Bonanza using hand controls, so he feels confident in his approach to the RV-6 control setup.

I managed to have a short conversation with Carl, and I will try to pass along some of the features of his project (hopefully my memory won't change things too much). It's a standard RV-6, tip-up canopy, with a fairly full panel, including an RMI engine monitor. His engine started life as an O320-E2 something, 150hp. While it was being overhauled, he had 160hp pistons added, a Bendix fuel-injection unit, a drilled crank, and a Constant-speed Hartzell.

Looking-good Carl, hope to see it fly soon. Thanks for hosting our meeting.

Dave Lewis spent a few minutes talking about the builder assistance program they are beginning at Lewis Aviation.

## Next Meeting:

**Place: Don Wentz's House  
50641 Firridge Ave.  
Scappose, OR**

**Date: November 11**

**Time: 7 pm**

I am almost to the point of test running the engine prior to installing the cowl, so this may be the group's last chance to see it before it flies. Besides, now I will have to clean my shop, and it *really* needs it!

This will also be a good opportunity for me to get all those mis-routed things under the cowl pointed-out.

How to get there:

From the intersection of Hwy 30 and Cornelius Pass, 7 miles north on 30 to "Leather's Oil" gas station on right, "Custom Metal Fab" on left. Turn left onto Bonneville Drive. There is an *immediate* stop sign after you turn off the Hwy. Stop, then proceed straight up hill, take the 5th left (Firridge Ave.) and I am the first house (of 2 total) on the street.

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## General Business:

### New Name??

I have been thinking about the name of our little group. Since we are totally informal, completely sans rules/president/treasurer/secretary, etc., I guess we can call ourselves whatever we want, and I have

been thinking that **Portland Area RV Builder's Group** could maybe be something different.

Many similar groups call themselves things like "Bay Area RVators", or "Ontario Wing - Van's Airforce", etc. We could be Portland RVators, or Van's Airforce - Home Wing, or ????. If you have any ideas, including keeping what we have, let's talk about it at the next meeting, dw.

### **Builder's Tips:**

#### **From the CHICAGO AREA RVator:**

Exide 300 is a garden tractor gel cell that sells for about \$58. Submitter uses a \$28 Delco maintenance free type. Both fit in Van's battery box and have similar connection 'ears'. (Does it leak if the airplane somehow gets upside down and negative?)

Fluid in your static lines can cause high airspeed readings. Using clear tubing in low areas and possibly a drain in the lowest cockpit area may help. Be sure to think about this when installing your pitot static source (go UP from the inlets, NOT down).

Carriage bolts in the tiedown ring mounts may work as hard points for jacking your RV.

#### **From Van's Air Force Tri-State Wing Newsletter by way of "59 Grapevine". Newsletter of Waco TX EAA Chapter 59:**

When using Van's new Lycoming O-320-D1A with Slick magnetos model 4371 on left and 4370 on right and Aircraft Spruce Ignition Switch #ACS-510-2, use the following wiring description:

#### **switch designations**

B	Battery
S	Starter
GRD(1)	Ground near side of switch
R	Right
L	Left
LR	Left Retard
BO	Boost
GRD(2)	Ground in center of switch

Connect using shielded wire:

B to main power Bus

S to Starter Relay or Solenoid

GRD(1) to adjacent terminal, R

R to terminal on right mag (#4370) with center conductor of wire, shield to ground terminal on mag

L to terminal on left mag (#4371) with center

conductor of wire, shield to ground terminal on mag

LR not used

BO not used

GRD(2) to ground\*

\*An alternate is to hook the shields from the mag connections to the GRD(2) post. This provides 2 ground connections for redundancy and prevents a possible ground loop that may develop through the switch if your main engine ground deteriorates.

(This information was timely and helped me wire the mag switch to my O-360 last month, ed.)

#### **From me:**

When testing my newly installed starter for good gear mesh and alignment, I pulled the plugs and wires to prevent firing. All worked well until I looked under the engine and found about 1/2 of a new quart of oil in a puddle on the floor. Oops, forgot that I didn't have the oil lines in and pumped that oil right-out the back of the engine. That's OK, you can laugh, I did! I better watch it, or they may start calling me "dummy #2"! Don Wentz

#### **New T-shirts Available!**

Due to popular demand, we're running off another batch of the 1993 Northwest RV Fly-in T-shirts. These were the black on gray shirts that were sold at the June Fly-in at Scappoose airport. To order one of the shirts, send \$12 to:

Randall Henderson  
7233 SW Benz Park Court  
Portland, OR 97225

Or give it to Randall at the November Builders' group Meeting. Be sure to specify the size and the shipping address (the \$12 will cover shipping), or just pick it up at the November meeting. There is a minimum number of each size we can have done; we plan on just getting large and extra large since these are the most popular sizes. Call Randall at 297-5045 (eves) if you really want a different size.

Get those orders in now! The run is a go.

#### **Need some help:**

Doing this newsletter is a lot of fun and I do get satisfaction from doing it. The worst part is getting all the copies made and folding/stapling/stamping

them. However, in addition, I end-up finding a place for all meetings, handling the 'treasury' (currently a little over \$500), maintaining the membership roster and address list, etc., etc.

Again, I don't really mind doing this stuff, but with the demands of my job, my family, and trying to finish my RV-6, this is getting to be a bit much. Not that I am asking to pass-on the newsletter. What I really would like is just a little help with some of these other things (there are some members who step-in and help along the way, I don't do *everything*). Also, since I do the newsletter, my personality or style tends to dominate the Group in general, which may not be comfortable to everyone involved.

Here are the kinds of help I would like to get:

Someone to find a place to meet each month. This would merely involve finding a builder in the group that is willing to host the group, or maybe a local business that does something related to our RV building hobby. This could be 1 or more people; maybe they take turns doing it. I was doing this for Steve Harris for a little while before he had to hand the newsletter over to me.

Someone to write articles or a regular column for the newsletter. In reading some of the other newsletters I get from around the country, several have regular columns from one or more of the

members. The nice thing about that is you would get a break from MY point of view. You guys must get tired of just my thoughts in this rag!

Updates on project status. I always enjoy hearing how other's projects are coming along, and expect that you do too. Not sure what the best way to do this is, maybe one of you has a good idea. I would like to be able to include several project statuses each month.

Some more Tips and Tricks! We aren't helping each other much if we don't share our ideas. But remember, there must be a hundred different ways to do every part of these projects, so don't be offended if someone doesn't necessarily agree with your favorite method. Something shared will help someone, sometime.

So, take some time to think about this stuff, and volunteer to help-out. A little effort by a few folks will go a long way. If you have an article or story to tell, it could be "why I chose the RV over the SpinFast Special", or how I drilled a hole in my finger (don't worry, we all do it sooner or later), whatever, send it in! It can be on paper, hand-written, typed, on disk (I'll return the disk), serious, funny, informative, pure BS, whatever and however you want to get it to me, just share it with us. A 29 cent stamp gets it here.

Don Wentz

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**Project Status:**

Dick Anderson had his RV-4 the HIO Avionics shop. Eric did a very nice job installing some new radios and other goodies into a new 'black crinkle finish' panel. I commented to Eric that his nicely routed and bundled wiring job looked better than my job in my RV-6. He said it better, after all, he gets paid to do it! Maybe Dick will write us an article about his beautiful new paint job and the panel work, hint - hint.

How are the rest of you doing on your projects?

**Next time. I'm gonna say something!**

Dick doesn't know about this yet, so I hope he doesn't want to strangle me, but here's the story:

At this year's homecoming, it was getting on into dusk, and many RVs were hustling out of there heading for home or hotels, etc. I was standing there with a couple of other builders enjoying the sights and sounds of RV after RV taking-off. When Dick Anderson firewalled his RV-4, we heard a loud, buzzing sound that we couldn't identify, and kind-of agreed that it must be an 'induction resonance' or something. I mentioned that I would tell Dick about it next time I saw him.

Well, I didn't get the chance. Dick and his son were headed for Evergreen over in Vancouver, WA, probably a 20 minute flight. Shortly after leaving Van's, something flashed in Dick's sight, and vibration began. He was still

under power OK but prudently made a precautionary landing at HIO, just a few miles from Van's Sunset Airstrip.

After shutting-down, he realized that he was missing his spinner and several inches off the tip of a prop blade! What we had heard as a buzzing sound was something wrong with the spinner. All was OK and while Dick waited for a replacement prop, he had the panel work done.

As for me (and the rest of you), the next time I hear or see *anything* that seems even a little bit wrong on someone's aircraft, I am going to find a radio and let them know. While the prop was the only thing lost in this case, it could have been significantly more dramatic, or dangerous. Who knows, Dick may have responded, "OK, I'll check it when I get home", but at least he would have had some information to help him make the decision. Glad all is OK Dick.

Don Wentz

**Don't Want Ads:**

Let us know what you got but don't want. Ads are **FREE**.

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

Rion Bourgeois has a LARGE pneumatic squeezer that he used on his spars. Available for loan. 646-8763.

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

Builder space for rent. All tools, jigs, and experienced helping hands included. Contact Dave Lewis Jr. at Lewis Aviation.

One last word about subscriptions: Some of you may notice question marks under your address on the coversheet. This means I am not totally sure if you paid your dues for the next year. If I made a mistake, please let me know. If you forgot to pay, fix it.

If you are addressed as a newsletter editor but aren't one (maybe you were at one time and got on our list), please forward this on to the correct person. I will stop sending this to "editors" that don't send one back in return, since we were intending to swap information. I get some great newsletters, like "As The Prop Turns" from the Jersey Shore, and "59 Grapevine" from EAA ch. 59 in Waco (is that "wah-co"?) Tx. But most of them sent 'gratis' get no response, and I hope that is just because the actual editor doesn't get ours. Or, they still might be sending them to Steve Harris, our old editor, which needs to be fixed also. dw.

Have a great building month; see you at the meeting this Thursday.