

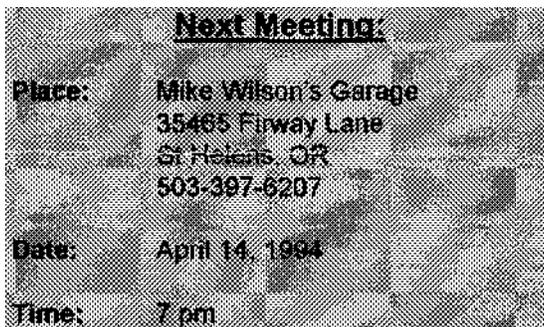
# Portland RVators

Issue 94.4

April 1994

The March meeting was at Van's Aircraft Factory out in nearby North Plains OR. We had snacks and lots of BS time. Bill Benedict spoke for a bit and answered some questions, followed by a tour of the metal shop portion of the factory. Looking at that HUGE pile of ribs (that only lasts about a week) made me that much more happy that the wings are far behind me!

Including Van and a few of his crew, I counted 48 folks at the gathering. Thanks Van for having us out to 'the shop'.



The next get together of the group will be at Mike's where he is well into his wings. Mike is helping me do an RV-4 version of my supplemental RV building instructions while he is at it.

Mike may also give us some tips on how NOT to build your empennage 3 times. It seems he has had some unfortunate accidents during the process that I hope he will share with us. Evidently the practice is helping tho, his project is looking real good!

To get to Mike's, head north on HiWay 30, through Scappoose, and after several miles the hwy will narrow to 2 lanes. Another mile or so, just past the Les Schwab tire store on the left, is Firway Lane. Go straight-up the lane, it will end at Mike's house. (If you get to the light in St Helens, you went a couple of blocks too far).

## General Business:

### Newsletter Due Dates:

Someone recently pointed-out that they didn't realize what the date below their name was for. It is the date that your subscription runs-out. ie. If the date is 4/94 your subscription is due April of 94. I always make the date italics, underlined, & bold **4/94** if you are due. So keep an eye on that date!

### T-shirts:

Randall is looking at several possible designs and 'may' be bringing a sample of a "logo" for our group to the next meeting. I don't know about you, but I am anxiously looking forward to what we end up with.

### Calendars:

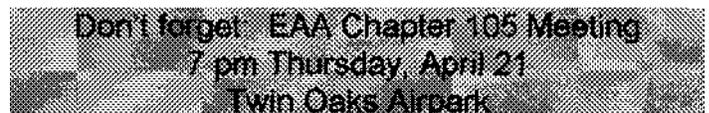
Still a few Van's 1994 RV calendars available. If you haven't gotten yours yet or need more, get them at the next mtg, or call and we will send them out.

### \$\$\$\$\$\$\$\$\$:

Just to break with tradition, I thought I'd do a weak interpretation of a "Treasurer's Report". With the proceeds from last year's fly-in, Calendar sales, and increasing nltr subscriptions, we have amassed an incredible balance of more than \$750. Expenses are stamps, paper and toner cartridges for my laser printer. We will soon be investing in artwork for logo and T-shirts, and misc. stuff for the 3rd annual Flyin.

Thanks go to my wife Janet for her continued maintenance of the Portland Rvators bank account.

Last month they had some PPG paint representatives discussing many aspects about priming



methods/materials and how to prepare and paint. I learned a lot (especially since I hope to paint my RV-6 in a month or so). They also talked about the 'wash primer' that several members use. It is an acceptable corrosion resistant coating that can be left unpainted in unseen areas. There Mike, I said it!

This month the guest speaker will be Dr. Clayton 'Kelly' Gross, a Beaverton Dentist who flew P-51

fighters with the 354th Fighter Group in Europe. He is an Ace with 8+ victories gained during 105 missions totaling over 400 combat hours. He is also a past president of the American Fighter Aces Assn.

For all of us closet fighter ace wanna bees, his slides and reminiscences should be interesting!

#### EVENTS CALENDAR

Coming-up June 24-26 at Twin Oaks, is the 1994 Oregon EAA Fly-in. It's Chapter 105's turn to host, and should be an opportunity to see a large selection of different types of homebuilts and the great Ch105 facility. There will be food, camping, facilities, etc.

Troutdale AirFair - This annual event will be the same weekend. This is a large, structured 'Airshow' with demonstrations, displays, etc. Check the rags for details on acceptable arrival times.

Whidbey RVators Flyin for Rvs - April 30th at the Oak Harbor Airport. This sounds like a just for fun event similar to our own Flyin. They will have food, lodging, visit to an RV project, etc. Call Don Meehan for RSVP and info at 206-678-6446. I will have copies of their flyer at the mtg if you want one.

**Prototype RV-3 Project** **Gary Standley**  
RV3 (N17RV) Reconstruction.....the real story

On February 26, 1994 the major airframe components, including an engine, were moved from the donor's (Dr. Steve Moseley) hangar to my shop in Hillsboro. The wings are still in residence at Van's R&D shop at the NE end of Sunset airstrip.

I had a gathering March 1 and most of the volunteers were there. This was the first time most saw the scope of the project. I'm encouraged by the caliber of persons coming forward as they seem to have a genuine interest in the project and are not just jumping on the bandwagon.

March 19, Ron Poe, Larry Berry and I met at Van's shop to work on the wings. Work completed that day included Ron and I riveting a portion of leading edge skin and two flat skins on the wing Van had ready to that point. If you want someone with experience drilling out rivets that would be Larry. He spent most of the time drilling off the damaged leading edge as well as a couple of main flat skins. Once this wing was open we found leading edge ribs damaged that will be replaced and then the fitting and riveting of the skins. I have yet to arrange for this work party at Van's.

The fuselage has been cut in half just ahead of the seat back. The forward portion will have to be re-constructed and mated to the tail cone which is very salvageable.

The tail feathers are in good condition and we have actually had the elevators and rudder attached to the horizontal stab and vertical stab, respectively.

The engine mount and gear legs have been cut or broken apart. I will probably ask an experienced RV3 builder to assess the probability of repair to these parts.

As for a completion date..... does anyone really know. The intent is to make steady progress and hope to make the original statement of... within a year.

There is photo documentation following the project and will be available at both the RV Builders Group and EAA 105 meetings for those to see.

Don't forget to get involved with this. I know I will once my RV-6 is finished.

GaryStandley

591-9040

#### **Is it Worth the Time, the Money, the Effort** **??? **YOU BET IT IS** **!!!****

Doug Bloomberg (from the RVLIST on the net)  
For those of you who do not have a Buddy with a flying R.V and have at best only had a flight with Van for 15 TOO short minutes somewhere back when you didn't know a flange from a rib. I rode with a friend in his newly completed RV-6. In two trips I have spent almost 4 hours in his RV.

My buddy Mas Yoshida started his RV-6 3 1/2 years ago. In Jan he had his first flight. There is nothing glaringly different about his plane other than he did an *Excellent* job of building it. Very good craftsmanship.

It is your basic RV-6, low time O-360, with constant speed prop. He has a full vacuum system, DG, Horizon. He added electric flaps but retained the manual trim. Mas also uses Van's spring aileron trim system. Electrics are a VAL radio and a Garmin GPS-100.

First some thoughts by Mas on changes he would do over. 1) Shorten (I think Doug means Lengthen) the arm on the trim tab, it is too sensitive, 1/8 turn has you climbing or descending at a fairly large Delta from level. 2) He has his engine controls located horizontally on a small plate below the panel. He suggests moving the controls onto the lower middle of the panel. This keeps people from kicking the controls when climbing in or out of the cockpit. 3) Mas had problems with his radio transmissions, the tower folks complained that he was almost unreadable on the ground and never better than 4/4 in the air. Mas' antenna was a bent back (45degrees) whip located under the fuselage in the main -spar area. He

moved it to the top side and now uses a D&M tapered antenna. He can now call up the tower from 80 miles out (we were at 7500', the tower is at 5600').

Now for the good stuff....

Taxiing was excellent, visibility was great over the nose, you could actually see the ground ahead of you, maybe 40' out or so. The wind was light both days so cross wind taxiing was not a factor, but Mas says it is very tracktable.

Take off at 5660' MSL on a 55F day was done using 10 degrees flaps. After runup Mas was cleared to the active. Lining up on centerline we had 10,000' of runway ahead of us (Runways tend to be longer at higher elevations). Mas gingerly pushed in the throttle until we showed 25" MP @ 2700 RPM (the tail was off the ground long before we reached the above power settings). Using the runway distance markers we were off and climbing before the first intersection, and the 1st 1000' marker. This with half fuel - left tank, full fuel right, Mas at 175Lbs, and me ... well those that have met me know I am one of those "full Figured Girls" so I figure we were at Gross or a little under, this RV weighs in at 1045 empty. Mas kept full throttle until we were 500' off the deck, which wasn't long, climb rate was ~18007/min.

Staying under the TCA - oops... Class B the nose went down until level flight. And boy is the nose low, some difference from the Bonanza. Flying North we overflowed a couple of airfields looking for friends, none up or out that day. When I first took over the controls I tended to over-control. Then I loosened my grip, rested my wrist on my thigh and all was well. We trimmed for pitch and roll and it flew hands off, ball centered. (Mas did during flight testing have to squeeze the aileron trailing edge of the light, while in flight, wing. This gave a level flight attitude.

I glanced at the airspeed indicator and it looked to read about 165-170 mph. We were at 7,500' temp about 50F. The GPS indicated 216 mph ground speed.

Mas did some magic twiddling to the GPS and it showed 198mph TAS. The gauges showed 20" MP, 2400 RPM.

Normal and steep turns were easy and very precise, when placed into a proper bank it stayed there. I went looking for some turbulence, we do get that here in Colorado and the plane handled it well, about as much bounce as a Bonanza, and oh so much easier to correct. I didn't notice a tendency to overcorrect, which is Good news.

Turns in general were very uneventful, little if any rudder was used at cruise speeds. At speeds under 85 I noticed the need for a little rudder to keep the ball centered.

After playing and getting used to just normal flying we did a bunch of stalls. We cleared the area at 9500' MSL and slowed down. With idle power and no flaps I gently held the nose up, with about 10 degrees nose high attitude

I held it there. At first I felt a bit of turbulence in my butt, then I definitely felt a shaking in the stick, with a much stronger shake. Just one though, the left wing dropped. Kicking right rudder and about an inch relaxing of the stick it was flying. No power increase and about 50' lost in altitude. The airspeed said >40 mph the GPS said 56 mph. I tried again with flaps, 10, 20, 40. Pretty much the same, except the GPS read lower 52 or 51 was the lowest.

I did some slow flight, and with full flaps the airspeed was on the peg. I don't remember what the GPS read. The controls were sloppy (for a RV) and the nose was up about 15 degrees, maybe a little more. I increased speed and noticed the controls got more precise. The speed where they felt nice and tight and looseness gone was 70 mph indicated. Mas said this is the speed he does not want to get below in the pattern.

At 80 mph I tried some departure stalls. With full power it wanted to loop. Climbing thru 10,000' I throttled back to normal cruise climb and held the nose about 35 degrees off the horizon. It slowed down after a while, shook a little (the shaking is not apparent, Aunt Tilly would not notice it, but being the ACE RVator I be, I knew a stall was a coming), then the harder shake and the left wing dropped, right rudder and relax the stick we were flying again.

I tried left and right turns, again stalls broke to the left. I figure the breaking to the left is caused by the torque and the fact the vertical stabilizer is not offset.

All this stall stuff has taken 15 or 20 minutes and the oil and head temps were up, but not in the red. I lowered the nose and we cruised for a while. 2400 rpm was a nice speed, minimum vibrations. I think the gyro's were happy by not buzzing around, why turn the engine in a range that causes vibrations, it just lowers the MTBF of the gyros. Also the mass of that constant speed really helped dampen the power pulses.

I played ground attack, put the nose down and strafed some trucks and cars. At 200+ indicated the controls did get stiffer, but were they responsive.

Playing done with I asked Mas if he wanted a Burger and coke. He said Yep. (Never heard of a RVator to turn down some good grub). So we headed to Greeley Co. The Weld County airport is a nice friendly airport, the regional EAA flyin is held there the last weekend in June, last year we had 26 or 27 RVs turn up. A squadron from Waco flew in, 16 RVs in that group alone. Weld County is 4600' MSL has a E-W and N-S runway layout. The E-W runway is longish at 6800' the N-S is a short 3500'. I put the plane into the downwind at 95, slowed using 10 degrees flaps to 85, turned base, slowed to 80, turned final, put in 10 more degrees of flap. Slowed to 75, and nailed the center line. With about 7 mph of wind coming from our 10:00 Mas took the controls and wheel landed at 55 or 60 mph. The rollout was short. I asked why not 40

degrees flap and Mas said it tended to descend like a stone. I guess you need power to keep up the lift with full flaps.

After a darned good lunch, @ \$2.50 each we climbed in and headed back towards JeffCo, home base. I now took time to look around and noticed how really great the view was. I also noticed how you really need to wear a hat, or cook. Light colored objects and some of the instruments tended to reflect on the canopy. I would keep the glare shields etc. dark and as non-reflective as possible. Leg room was good, noise was low, we had Peltor 7004s on, Vetterman's crossover system worked well, we felt a little rumble on our heels but not much. The vents were placed right and worked well (the vents are mounted in the panel, so that our knees would not smack them). All in all a very good layout. I have ridden in Mustang II's and Thorp's - the RV-6 is MUCH more comfortable and wider.

We diverted to Tri-County airport, site of the Annual Builder Conference Held Oct 22,23 this year, for some fuel. 100LL was \$1.80/gal. The right tank, which was full at takeoff, took 8.3 gallons, the tach said we had flown 1.3 hours. This was pretty good.

After some hanger talk, and Mas smiling and answering LOTS of questions (RVators have to know how to answer lots of questions), we headed out. Jeffco was 5 minutes away. Another wheel landing and a long taxi to the hangar (2 mile runways can be a pain) we called it a day.

Boy, it is some airplane. I have flown 3 other RV-6's but not as long and not as intense in the stalls and slow flight. But, ya know they all flew alike. The wooden props are not as efficient, or as smooth. The O-320's cannot climb like the bigger engine, but a 150 HP, club propped RV is better'n anything else out there.

Dick VanGrunsvan, I thank you. Now if my boss would ever let me come home instead of being here in Richland Washington I could bash some rivets!!!

**Get to work people - IT IS WORTH THE TIME, MONEY, AND EFFORT....**

Doug Bloomberg

RV-6 *Not Even* close enough to finished.....**Dang IT!**

Nice, motivational article Doug. I have also been fortunate enough to be on the receiving end of an RV ride or two. It really helps to motivate, and teach many things about how we may want to finish our own RVs. Hanging in my office is a 10x12 glossy of Bill Benedict's RV-4, taken from about 30 feet away in Dan Delano's RV-6 one glorious winter morning. My smiling face is plainly visible in the back (thanks again Joe Miller, I enjoy the heck out of that shot). Hopefully us builders will continue to get the occasional joy (and I do mean joy) ride from those who have 'gone before us'. (I know, quit wishing & keep working & I'll soon be with 'em), dw.

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## **ROAD TRIP!**

**Randall Henderson**

It all started innocently enough, Bob Neuner just needed some more primer. He discovered that Courtaulds Aerospace, who manufactures the 2 part epoxy primer that several of us are using, has stopped giving their special discount to individual RV builders and now requires a minimum of 6 kits per order to get the discount. Furthermore, the shipping ends up being a large part of the cost, so he set about finding enough guys who wanted some and who might want to go up to their plant in Kirkland, WA to get it.

The plan was to hit Boeing Surplus as well, and Rion Bourgeois was able to borrow a van so the whole crew could ride together, and the next thing you know we had a full-fledged ROAD TRIP going! Actually it was quite tame compared to what many of us remember from our younger days, but we had fun.

So, off we went on our "kind of excellent adventure". The crew consisted of, me (Randall "how's that again?" Henderson), Doug "Gimme that tool!" Stenger, as well as Brent "Grandaddy" Ohlgren, and of course Bob "don't need no directions" Neuner and Rion "I'maalways right" Bourgeois. Rion felt his way skillfully up I-5, using the centerline bumps as a guide, but had some trouble once we got off the interstate, as navigator Bob "don't need no directions" Neuner's "pilotage" skills appeared to be a little rusty.

We hit Boeing Surplus first, and spent several hours rooting around in the bins and piles of tools and supplies. Notable acquisitions included a nice 3X rivet gun that Brent picked up, several bucking bars (five for the same price as ONE from Avery), some large countersink cages that Rion and Doug are STILL fighting over, a bunch of rotary files, and lots of wire that may or may not be the right size but they sell it CHEAP (by the pound), so why not? Bob Neuner picked up a well-used pneumatic squeezer with a broken jaw for only \$15, but subsequently found out that the replacement jaw half would cost over \$400! We didn't really find any of the legendary GREAT deals on GREAT tools that we've all heard of, but I think we made out ok. Rumors abound as to which is the best day to go, but it seems that first thing Tuesday morning would be best as they are closed Sunday and Monday and probably stock up more on those days.

After we left Boeing, we wandered around aimlessly for a while looking for the town where Courtaulds Aerospace is located. With one pilot and four navigators ("go SOUTH!" "go NORTH!" "no, your OTHER North!"), we eventually found the place and picked up the primer. The price for 6 kits is \$44 per kit, which includes the pigmented base and catalyst but no thinner (an extra \$11 I

think). While we were there we discovered Pro-seal is now a division of Courtaulds, so you might want to check on prices for that as well if you are contemplating a purchase from them.

Loaded down with tools, supplies and paint, we headed for the Boeing Museum of Flight. Most of us had been there before but it's always interesting. It was nice to see that they have several homebuilts on display including a BD-5, but alas, no RVs. After wandering around for a while looking at all the fascinating exhibits, including an Apollo orbiter, SR-71 Blackbird, and Boeing Tri-Motor, I came around a corner to find a small, out of the way exhibit that consisted of a mannequin drilling away at a small section of a 727 wing, and there was the whole crew crowded around, with Doug holding forth on how they build and maintain BIG airplanes.

Before returning we stopped in at a local "establishment" adjacent to Boeing field, and were immediately accosted by some locals who noticed our leather flying jackets and wanted to confirm that we were pilots, and where were we from? With puffed out chests, we acknowledged that we were indeed all pilots, just up from Portland, and didn't bother to mention the fact that our mode of transportation was a borrowed Ford Aerostar Minivan.

Eventually we made it back down to Portland, and the 1-5 corridor was again safe for the rest of humanity. We're all dreaming of the day when we can make a similar trip, this time in a flock of RVs.

#### INFORMATION

Courtaulds Aerospace  
13625 NE 126th Place, Ste. 450  
Kirkland, WA  
(206) 821-8500 (ask for Sally)

Boeing Surplus  
20651 84th Ave. South Kent, WA  
Open 10-5pm Tue-Fri, and 9-4 Sat.  
(206) 393-4060 (recorded info ~ hours, directions, etc.)  
(206) 393-4065 (human)

For anyone who is interested in making a trip to Boeing Surplus, here's a VERY partial list of items I noticed during our trip:

- Hundreds of bucking bars, good shape, all sizes, \$5 ea
- Lots of hand-grip type and C-clamps in poor to good condition, .50 - \$2 ea
- Blocks and sheets of aluminum, didn't check the grades but there's a lot, too many thicknesses and sizes to count, sold by the pound
- Lots of new wire, most sizes, aircraft grade, \$1.25/lb
- Rotary files, all shapes, sizes, conditions, \$2 ea
- Boxes and boxes of countersink cages, some in good condition, \$5 ea
- Drill bits, most sizes, nrml and quick-discnct, .50-\$2 ea
- Rivet sets, all sizes & types, good condition \$2

Great story Randall, thanks. Randall has some very entertaining pictures he took on the trip that you can check-out at the next gathering.

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

*Thanks to all who share them with us!*

#### **Flaking Slosh Compound in Fuel Tanks:**

*There is a very descriptive, long article in the Waco Tx EAA Ch 59 Newsletter on this subject. Rather than type it in, I am thinking it may be in the next RVator. If you want a look at it, check it out in the 'other newsletter' binder I bring to the meetings, dw.*

#### **Horizontal Stab BooBoo:**

*From local RV-4 builder Mike Wilson*

When I built my first Horizontal Stabilizer (yes first) it came out great until I drilled the main spar for the skin. I drilled on the center line of the Spar flange and didn't allow enough space to squeeze or buck the rivets. The problem: rivet holes too close to the stiffener. Well, I tried several things, including trying to drill in a new main spar piece, without success. Result was I built a second Horizontal Stab.

At our Builder's Group Fly-In last year I saw a fix for this on a plane that had the same mistake. 1)Rivet the original holes in the skin. 2)Drill out the original holes in the spar flange so the back of the rivets fit through the holes. 3)Now re-drill new holes (properly) in-between the original holes.

Typically, this mistake happens only on half of one side of the stab because you figure it out by the time you get to the next section.

Tip: Always start a job on the unseen side if possible. Then if you screw-up, at least it will require someone to work hard to see it.

#### **Saw blade for tapering soar straps:**

*From local RV-4 builder, Mike Wilson*

*Mike gave us this data last month. One thing he omitted was - The Price! Yikes, it was \$55. Since then, he has done some research and found some other options (see the last paragraph of this tip).*

The Saw Blade I used on my spar straps was:

Sears Craftsman  
SN9\_32019  
10" -60 tooth  
Metal (non-ferrous) Cutting, up to 3/8" thick

New info:  
Ted's Tool Shed

8819 SE Powell Blvd

Lots of new and used stuff. They had 2 metal cutting saw blades. Both made by Oldham.

1) For all metals - 10" (not carbide) with about 100 teeth. \$9.50 (may last long enough to taper straps).

2) For Aluminum cutting - carbide version 8". \$25, looked like a good blade.

It's up to you. The Craftsman blade was spendy, but has been useful for many things. Mike Wilson

## Project Status:

Randall Henderson

**Gary Graham's** "never ending RV project" appears to be finally getting close to completion. Gary is building an RV-4 with a turtledeck, and has finished the empennage, wings, fuselage, and canopy, and has hung the engine, an O-320 which he overhauled himself. He's currently working on the interior and instrument panel, and "worrying and fretting" over the routing of all the plumbing and wiring through the firewall. He likened the task to a chess game: "you have to always be thinking twelve moves ahead".

Gary designed the turtledeck implementation himself, and had a custom canopy blown, but it didn't come out exactly to his specs so he pretty much had to build the fuselage to fit. It does fit extremely well (Gary does REALLY nice work), but he worries about the fact that if he ever has to replace it he'll have problems getting another one to fit just right.

As you may have guessed, Gary is another one of those guys who has trouble sticking with the "standard" design and is always coming up with solutions of his own, and "collecting" alternative methods and designs. He devised a novel plenum housing that contains the oil cooler (a J.C. Whitney automotive), and mounts to the top of the engine block, and designed and built a manifold pressure sensor that he plans to connect to a Rocky Mountain Instruments gauge.

Gary is working from plans number 19, which he picked up in January of 1981. That may just give him the dubious honor of being the record-holder for the longest running RV-4 project. (I wonder if he's up-to-date on his plans revisions...?)

I had a chance to visit **Doug Stenger's** shop the other day, and got an eyeful, and an earful. Doug makes custom RV components - mainly wings, for folks who would rather let someone else take care of this part of the project. I must admit that I kind of wondered why someone would want to farm out this part of their project, but after seeing what nice wings Doug makes I think I can begin to understand.

Doug has two sets of RV-6 wings nearly finished, one destined for Eustace Bowhay, who is building an RV-6A to use as a tri-gear float conversion prototype, and another for a customer in Georgia. Boy do they look nice. Joggled skin joints and access holes, countersunk rivets, straight-as-an-arrow flaps and ailerons. Doug kept pointing out miniscule flaws that chafe him. I just laughed.

An A&P, Doug used to work for Eastern Airlines, working on BIG airplanes. After Eastern folded, he and Denise decided to move to where they wanted to live and worry about finding a job once they got here. Apparently luck was with him, as he was soon working for Phlogiston, and is now on his own and does good business custom-building RV sub-assemblies.

Doug has all sorts of tools and jigs that make it easier and faster to drill, trim, form, and assemble the parts, many of which make sense only for someone who's making multiple copies, but all of which make a first time builder like me drool with envy. Among the many tips I picked up were the recommendation drill and rivet only every other hole at the inboard wing skin edge to allow for the fairing nut-plates, and to locate the outboard wing ribs 1/8" inboard from the tip of the spar, which allows for irregularity in the fiberglass wingtip flanges and avoids possible edge distance problems that can result from having to trim the tip to fit.

Doug still isn't started on his own RV project, but he has an RV-4 kit waiting till he has the time. He plans to fit it with several modifications of his own design, including fowler flaps, a turtledeck, and a fiberglass vertical stabilizer leading edge with a built-in antenna. Almost makes me feel like a wimp for just building a stock RV kit!

I recommend a visit to Doug's shop. He has a solid background in aircraft maintenance and construction and is more than happy to explain his methods and tricks to fellow RV builders.

How are the rest of you doing on your projects? (Thanks for the updates Randall.)

# 3<sup>rd</sup> Annual Northwest RV Fly-in Sponsored by the

## *Portland RVators*

Well, it's that time again. Actually, it's PAST time to start planning for this thing. Most of the feedback I get is that we need to 'keep it simple!' Leave it as just another day at the airport, with a bunch of RVs & some food. I agree!

So, since I am too busy to plan anything bigger anyway, I recommend that is what we do. If someone wants to make it more involved, it's up to you to drive it. Here are the tasks that I can think of:

- > Need to plan the food and volunteers to help. My wife Janet has agreed to be in charge of the food (she didn't like our last minute effort last year) and we are all in charge of volunteering to help. She will try to find a youth group that would be willing to do the serving, etc. so that our spouses and us can enjoy the RVs, not the serving tables.
- > It worked well having 'dining flies' available for shade and covering the food. We can count on Trans-Western again, plus hope we get some others from the group.
- > Need some picnic or other tables, last year Monty put-out a supreme effort and borrowed some from Trojan, but that may not be available.
- > I think the same location at Scappoose will be the best, although I have to let the airport manager know. Last year she got real upset when she happened-out to 1S4 and found our little deal going-on.
- > Rion did well on the soda last year, up for it again?
- > I don't think we should bother with contests. Everything breaks-up early and the crowd and winners don't get to see who won, until a later newsletter. Besides, wouldn't we all rather look at RVs and watch them fly than try to keep track of contests?
- > Anyone that has something to sell is welcome to try, as long as they are an RV builder or owner. Exceptions should be decided-on by the group. I think we will see Van's out there with some stuff, and our own 'Official' Fly-in T-Shirts.
- > Last year we had to send-out **700** invitations, and that is just the list of anyone in OR, WA, & ID who had ever ordered a kit from Van's. How big would that number be this year? I DON'T want to do another mailing like that this year. Let's just send it to all builder's groups, EAA chapters, etc. this year. Ideas?
- > **The biggest job we have to do is decide what day to have it!!!! The ch 105 Fly-in is the last weekend of June, so we need to do it sooner, watching-out for Merced, etc.**

### **Don't Want Ads:**

Let us know what you got but don't want, or vice-versa. Ads are **FREE**.

Rion Bourgeois has a LARGE pneumatic squeezer for use on spars. Available for loan or sale. 646-8763.

1965 Champion citabria - 1/4 partnership interest, \$2000. Hangared at HIO. O-200 Cont. Build taildraggertime inexpensively while building your RV.  
Call Rion Bourgeois, 222-7466 or 646-8763.

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

Engine stand - I'm not using mine anymore so if one of you wants to, borrow it! Don Wentz, 503-696-7185.

2 new RMD Wingtip (in the fiberglass tip) landing light kits. Sell for less than new. RV-4 jigs no longer in use -Aileron, flap, rudder, elevator- all available for loan. Brent Anderson 503-646-6380

Standard RV-6 elevator trim control knob/cable. Only slightly used, sell for \$\$ less than new, Evert Eyres, 503-648-3564.

Wanted - Avery dimple tool, borrow or buy for the RVS restoration project. Gary Standley - 591-9040