

Portland RVators

Issue 94.8

August 1994

July Meeting;

July found us at my (Don Wentz) hangar out at Scappoose Airport. The discussion centered around my new RV-6 that had just flown June 30. About 30 members showed-up.

I had the cowlings off of it so everyone could see the engine installation. Usually we don't get much opportunity to see this part of a completed project so the group seemed to enjoy it. Later we put the cowls on for photo ops. Thanks to all for the nice comments about my project.

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| Next Meeting: | |
| Place: | Doug Stanger's Shop Banks, OR |
| Date: | August 11, 1994 |
| Time: | 7 pm |

Next meeting is being held at Doug Stanger's place of business/fun out past Banks in Manning. That's where he turns out all those marvelous pieces of RV's for people who are too wimpy to build their own. I understand this should be especially educational because Doug has developed a lot of tools and techniques which he is quite willing to share with the group. If you need to jump start your project by getting some tanks or wings done in a hurry, you can talk with Doug about it then.

To get there, go out Highway 26 past Banks to the little town? called Manning. About 200 yards past the Dairy Queen (the hot spot in town) turn left on Mrosik Rd. (the Sunset Saloon is just opposite it on the right side of the road). There is also a Wright's Pottery sign there. Follow the road as it curves around to the right and stop at the big tan house with brown trim.

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General Business:

Newsletter:

I've gone-off to Disney World in Florida with the family so won't be at the Vernonia Jamboree or our next meeting. I also didn't have time to finish the newsletter. Randall and Frank have graciously accepted the duty so if you got this, they done good. See you next month. Don Wentz

T-shirts:

Randall Henderson

T-Shirts
Randall Henderson

The second run of 1994 Scappoose Fly-In T-shirts is back from the shop. I have shirts for everyone who ordered them through me. I expect to be at the next meeting, so if you want yours, you'd better attend! That's the easiest for me anyway, but of course I'll ship the remaining shirts to those who ordered them. I only got a couple of extras, so if you didn't sign up for one you'd better talk to me quick, or they'll be gone.

Randall Henderson
(503) 690-1234 work
(503) 297-5045 home

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| Don't forget - FAA Chapter 105 Meeting 7 pm Thursday, August 18 Twin Oaks Airport |
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EVENTS CALENDAR

Vernonia Jamboree Fly-in - August 5-7 at Vernonia Airport. Live band hangar dance Sat nite, breakfast Sunday morning. Nice park at the airport for camping and hanging-out.

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Don & Doug and Dan & Rion's Excellent Adventure (part 1) (by Don Wentz)

Well, here is another story about a trip in my new RV. Hopefully we can get some input from the other guys about their side of the adventure.

Saturday July 23rd, I finished flying my 40 hours off & took my 7 year old son Douglas out for a ride. We happened to meet-up with Van over Twin Oaks and had a nice breakfast with him at Annie's at Independence, OR. He was out flying-off time in the new RV-6B. I spent the rest of the day pulling cowls and inspection plates to make sure it was ready for our trip.

Sunday I spent the day with my RV on display at Scappoose Airport appreciation day and took Janet and daughter Kimberly (4 yrs old) for their first rides: Total hours now at 42.

Monday morning began with about a 2500' ceiling in the valley, but lighter looking skies out towards the gorge, so Doug Miner and I packed our tent, sleeping bags, gym bags with clothes, 2 small lawn chairs, etc. into the back (about 40lbs worth) and were ready to blast-off for Oshkosh '94!!!

We lifted-off at 0630 and headed south to look for Dan DeLano's RV-6 with Rion Bourgios as co-pilot down at Deitz airpark. They were up and orbiting already as we were late (oops) so we joined-up and headed east into the gorge. About 20 minutes later we had climbed-up to blue skies cruising at 9500' and enjoying mini-bagels/cream cheese and gourmet coffee. Spirits ran high as we began to learn the ropes of long distance cruising in our fully loaded RV. We 'met' a Grumman Yankee and Cessna 170 who came down from Washington, having to get to the gorge before they could head east. Of course we couldn't resist a little chiding as we quickly left them behind.

After 1 hr 50 mins we were on the ground at our first fuel/food stop in Lewiston, just inside the Idaho border. Interestingly, we found that Dan's 150hp RV-6 and my 180hp were about a dead-heat at full cruise at 9500'. My Warnke prop is a little fat and will get re-pitched from 72 x 73 to 71 x 73 later this year (anyone want to fly along to the Copperstate Fly-in?). Dan has a Sensenich wood prop that allows him to turn 2700 while mine barely makes 2500 at 19 inches, so we figure he is developing close to 75% power while I'm under 65%. I still take-off and climb a little better, and letting him set the pace at cruise, I

burned 1-2 tenths less per hour on the trip. I thought I was going to have to wait for him because of my bigger engine, but at altitude we could true at about 190 burning just under 8gph and cruise nicely side-by-side. Dan knows the ropes and can really hold a course, so we were pretty content to just follow him and practise-up on our X-country skills (at this point I was a 160hr pilot with my solo x-country 11 yrs ago as my longest ever trip!).

We pulled-in for fuel, and were immediately surrounded by guys in RV hats and T-shirts, so felt right at home (note, I'll list all the fuel stats, etc. at the end). 35 mins after we landed, the Yankee and 170 showed-up, while we were eating. They were headed for Osh too, although we didn't see them there (now I know why, too!). After a quite leisurely stop, we took off for Missoula, Montana, to fuel for our final leg and give Doug a chance to visit with his uncle. During this landing at 3000' and 85 degrees, I began to notice the difference with baggage and aft CG shift during fuel burn. Normally my elevator trim tab is at least 1/2" deflected after a landing, but during this trip, it was typically right in-line, requiring about 1/4" total change from take-off to cruise to landing. I had to watch myself to not over-flare during the trip.

Next month: Heading into the teeth of the Rockies a little later in the afternoon than we planned...

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Builder's Tips:

Good source for platings:

Technical Finishes and Coatings Inc.
Clackamas, OR 97015

15648SE 114th Suite #107
503-656-4229

These guys are located next to Dave Locke's business & have given great service to some of us in the group, dw

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Project Status: Randall Henderson

Earl Brabandt - Well, Earl has a rebuttal for Randall's "Top Ten Reasons why Earl should...", so in the interest of fairplay, we are happy to give him his due: Here's my contribution to the next newsletter-now that the newsletter has become a forum for *mudslinging*. Thanks, Earl:

"Top ten reasons why Randall should mind his own business":

10. Randall doesn't need me to teach him how to fly an RV-6.

9. Under similar circumstances, the FAA can make him tear down his RV engine too, or subject him to a new flight test period.

8. Tailwheels aren't better, they just LOOK better.

7. I might fail him on his next instrument competency check.

6. Nobody likes a nagger.

5. Randall should be working on his own airplane rather than making up a stupid top ten list.

4. Nobody likes a bragger.

3. Envy (of my pending Intel sabbatical) doesn't warrant such abuse.

2. I should be spending time with my new girlfriend rather than making up this stupid top ten list.

1. Most rules for homebuilts SUCK too.

(There Randall, TAKE THAT! Hopefully the 2 of them will enjoy this in the lighthearted manner it was intended! I know I did. dw)

I visited Steve Householder's RV-6A project the other day -- it occupies a corner of his shop in West Slope. Steve owns the shop, S&H Racing, where he rebuilds and modifies exotic automotive engines. Steve's empennage and wings are done, and the wings are bolted together and are hanging from the ceiling, where I'm sure they make a good conversation piece for the auto racing types who go through there. Steve got the wing kit second-hand, still in the crate with pre-built Phlogiston spars, for the same price as a raw kit from Van's (where was I when THAT deal came along?) Steve is getting close to completing his firewall, just has a few more holes to drill, then countersink and final assembly.

Due to the nature of his business, Steve's another of these guys who has all sorts of tools that your average RV builder doesn't normally have access to, including a computerized engine balancer, lathes, and milling machines. (Wish I'd known that when I was tapering my spar flange strips with a not-so-fine table saw blade.) One tool of note is a magnaflux machine he acquired primarily so he would be able to do magnaflux checks on cranks, rocker arms, push-rods, etc. on aviation engines. Unfortunately he didn't check with his insurance carrier first, and when he did he found out that the insurance would cost way too much to make it worthwhile to do on certified engines. Could be a boon to us home-builders though, as his exposure is limited when doing such work on non-certified and decertified engines.

Steve obviously has quite a bit of experience and skill at building and modifying high performance engines, and it only seems natural that he'd want to apply that knowledge in some form when the time comes to put a powerplant in his RV. I asked him about this, and he clammed up pretty quick, so I'm sure he has something in mind there, but it looks like he's another one of those low-key don't announce it till it's real types. I suppose we'll all just have to wait and see about that one....

Stan VanGrunsven is currently working on a set of RV-6A wings that his brother Jerry started. He's completed one wing, including the tank, and has the second one in the jig.

Like his brothers (and most of the rest of us in the group), Stan likes to experiment with better ways to do things. Recently he found out about a material called "buna N" rubber, that seemed to be a good alternative to the normal cork-gasket and/or pro-seal for the fuel tank access plate and fuel sender. He acquired some of the material and made gaskets, and pressure tested his tank, with no leakage. Sounds like something worth considering.

While this is technically Stan's first RV assembly project, it would be far from accurate to say he's never worked on an RV before, since it was actually Stan and his buddies at A&P school who fabricated most of the parts for the RV-1 wings. At that time, Dick was working for Heyster corporation and designing the new wings for his Stits Playboy in his spare time, and Stan was in A&P school. Every so often Dick would send Stan a new set of sketches for parts to be made, and Stan and his classmates would fabricate the parts and ship them back. Stan says his instructor was "tickled pink" to have "real airplane parts" to set his students to work on, and as a result Stan got out of doing a lot of the normal drudge work that he otherwise would have had to do in A&P school.

After school, Stan spent 1.5 years in the air guard, working the flight line maintaining F-102s, then a year at Pan Am working mostly on Vietnam cargo pallets (Vietnam casualties he called them - they'd come back ALL beat up). Stan currently works for Tri-Quest Plastics, as a tool and die maker. He often goes to work early or stays late and makes tools for his RV project. Among the many tools he's made are an Avery type riveting arbor with a slightly longer throat, a low profile fly-cutter, and all sorts of dimple dies for screws and rivets and hard to reach places.

Stan has generously donated some of these tools to the group, specifically a set of 4 different sized screw dimple dies and a bucking bar with a female dimple die machined into a nub on one end, for dimpling in tight places. (I have them now since I'm working on my fuel tanks, but anyone wanting the use of them next can contact me.) The last time we talked he mentioned that he has a few other special use tools he'll be bringing to the meetings for use by the members.

I have to confess I must have talked to Stan half a dozen times at the meetings before I realized he was Dick's brother. He takes the VanGrunsven "low key" trait to an extreme, and since folks at the meetings are mostly on a first name only basis, it was a while before I realized that this guy I was trading tips with actually made a major contribution to the predecessor of the RVs we are building today.

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

NEW MEMBERS:

David Galbraith - Aloha - RV-6? - Seriously interested.

Don't Want Ads:

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

SALE/TRADE: Campbell-Hausfeld 1 hp air compressor with 11 gal tank, \$100. Gary Standley, (503) 591-9040.

HOT TIP! - Randall was in Costco the other day and saw a Devilbiss ProAir II, 4hp 30 gal compressor for \$280 (120v), and a 60 gallon upright 5hp (240v) for \$360!!!! Check em out.

Radios for sale:

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|------------------------------|---------------|-------------------------|---------------|
| KX170BwithKI211(VOR/GS) | asking \$1500 | KX170B with KI201(VOR) | asking \$1200 |
| KR85 ADF Indicators and Ant. | asking \$800 | Aero Mechanisms Enc Alt | asking \$275 |

All equipment is yellow tagged and fully operational. Bob Flansburg, 696-7206

Duckworks Landing Lights. Retro-fittable, light, easy installation. Kits start at \$69 (discount for Ptlid RVators). Don Wentz, 503-696-71 85 for info.

2 new RMD Wingtip (ih 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

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

RV Interiors - Variety of fabrics, vinyl's, and leathers available, also foam densities, including FAA approved materials. Contact Bill Welsh of Interior Motions (seats start at \$325/set) 813-725-2463

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