

# Portland RVators

Issue 94.10

October 1994



## September Meeting:

There wasn't one! I know there were some disappointed RVators out there, but with all that Homcoming activity, it seemed we didn't need one.

Speaking of the homecoming, it was a blast as usual! A little dampened by some bad weather Friday and Saturday, but we still got >90 RVs on Friday at the potluck. Janet and I got to fly to many of the activities in our new RV-6, which was very enjoyable.

Breakfast Saturday AM at the Chapter 105 hangar over at Twin Oaks was great, although getting there was interesting. From Scappoose, we had to climb thru a hole above Cornelius Pass then drop down between HIO and Twin Oaks. "Jumped" a Citabria on the way down, then had to do a go-around on the 1st landing attempt. Turned-out the reason I was too high was a 10mph tailwind! Made it fine the 2nd try, although we were scooting at touchdown! Good thing that one-way-run-way is uphill a little. 5 mins later it was pouring and blowing, we just got in in-between squalls. Good turn-out tho, had a yummy breakfast (even tried the GRITS, which weren't half bad!), then waited for a clearing moment to blast over to Van's for the day's RV-ing.

Got a chance to go-up with Roger Hooper. He said he was surprized that an RV-6 would feel so close to his -4. He also showed me some smooth slow roll technique. Heading back in, we saw an RV-4, headed towards him, as he passed below, we pulled-up, kept him in sight, then dropped into a great 45 degree deflection shot. My first -4! I think Ken thought the "machine guns" were meant for him, as I heard him asking "alright, who got me"! A great day for us.

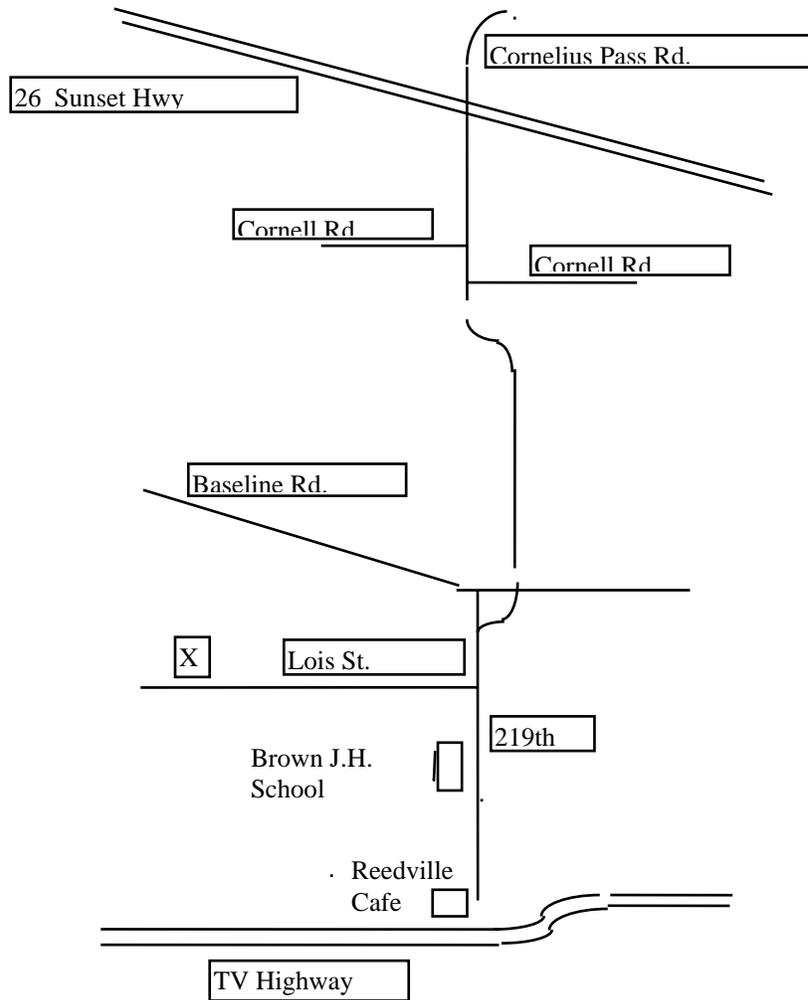
Flew home in time to change and drive back for the banquet at Pumpkin Ridge Golf Club. Great meal, entertaining show. Just missed getting "youngest" RV builder there. The crowd was shocked to learn I am almost 40, the baby face still holding on. A 32 yr old won (I should have told them Janet is younger, maybe that would have worked). June 30 wasn't new enough either, a mid and a late July both beat me for newest.

Furthest was Bill Davisson from Florida, who brought a buddy from Atlanta GA (building a -6). Oldest was 81! Larry Vetterman said he has built over 1400 RV exhausts since 91. I got to thank him for my custom 4-pipe he did for me. Nice guy.

We had plans for Sunday so I missed the air-air photo shoots they were doing out the side of Van's Bonanza. Damn! Of course, the weather was gorgeous! Oh well, overall, a great weekend of RV immersion.

Thanks also to those of you in the group who helped with parking again this year!!!! dw

<b>Next Meeting:</b>	
<b>Place:</b>	<b>Gary Standley's 23565 Lois Street</b>
<b>Date:</b>	<b>13 October 1994</b>
<b>Time:</b>	<b>7 pm</b>



The next meeting will be held on October 13th at Gary Standley's place, the home of the RV-3 resoration project for the EAA Museum. We hope that some of you will be encouraged to donate some time to this worthwhile project. Gary's address is 23565 Lois Street. Unfortunately there is very little parking space available at Gary's, so I will be running a shuttle from Brown J.H. school parking lot on 219th until about 7:45, going back any time you want. If you are bringing something heavy to give to someone else or arrive later, there is room for about 8 cars at Gary's. Otherwise, meet me at the newspaper dump box in the school parking lot.

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**General Business:**

**The end of an ERA has come!:**

My 'reign of terror' as Portland RVators Newsletter editor has come to an end. I have agreed to go for VP of Chapter 105 as "running-mate" to our own Rion Bourgeois. In order to have time to do a good job for the chapter, I need to bow-out of the nltr and other duties that seem to go with it.

My thanks to Randall and Frank for the help they have given me with articles and scheduling meetings, etc.

I have enjoyed the opportunity to take such a large role in the group, and definitely am not planning to 'fade away' now that my RV-6 is finished and flying. I plan to stay active in the group, providing news-letter articles and attending the meetings.

So, this will be my last nltr for awhile. Randall Henderson has fool - make that - *graciously* agreed to take it on. That's the good news. The bad news is now we're stuck with his 'stupid top ten lists' for the foreseeable future! Just kidding, a little levity now and then doesn't hurt. Don Wentz

**Subscriptions Due:**

Look at the date under your address on the cover. **THAT IS THE DATE YOUR \$8 IS DUE.** Mail to **Randall** or give to **Randall** at the next meeting (his address is the return address on the cover).

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**T-Shirts, Logos, Etc.**

Boy I just won't let this t-shirt stuff alone, will I? I plan to take whatever comes to people's minds (t-shirts, sweatshirts, overalls, aprons, you name it) to the t-shirt shop and have them apply the "logo" (the graphic, minus the Scappoose Fly-in text) from this year's Northwest RV fly-in to them, or to any sweatshirt or t-shirt from the t-shirt shop. Please bring anything you want this done to to the next meeting, or mail it to me, or call me, but do it soon, I'll be getting this done soon after the meeting. I won't

know what the cost will be until I have an idea of how many items there are, but I expect it to be between five and ten dollars, plus the cost of any shirt you get from them.

Randall Henderson 7233 SW Benz Park Court  
Portland, OR 97225 (503) 297-5045

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Don't forget: EAA Chapter 105 Meeting  
7 pm Thursday, October 20  
Twin Oaks Airpark

**EVENTS CALENDAR**

**Chapter 105 Pancake Breakfast** - First Saturday of every month at Twin Oaks Airpark, 8am. This is a fund raiser for Ch105 to help pay the rent. It's a good breakfast with lots of airplanes to look at and talk about too. See you there.

Today as I write this, it is Saturday and I attended the breakfast out at Twin Oaks. Real nice time, good attendance. 4yr old daughter Kimberly and I flew the -6 over, on a wonderful partly cloudy, dead calm morning. One reason to attend these events: I was going to do some airspeed comparisons with Jim Anglin and Jerry Springer in their -6s and needed a right seat 'ballast'. Randall was the first to take it, and got what should be some great photos and a good ride. So, show-up, you builders may just catch an RV ride! Oh yea, there were at least 8 RVs in attendance today.

**Rocky Mountain RVators RV fly-in** - October 22. From Doug Bloomberg, RV-6A builder in Colorado: Location is Tri-County Airport (48V), Erie Colorado. Tri County is NW of Denver, it's uncontrolled (Unicom 123.00) Cheyenne Sectional. 15nm on the 318 radial DEN vor (117.00)

\*\*\* ALSO \*\*\*\*

Same day & site of the "Rocky Mountain AIRCRAFT Builder's Forum". The builders forum is intended to help prospective and current Homebuilders.

The forum is held Oct 22, Oct 23. Workshops include Aluminum, composite, wood, Gas welding, fabric covering. Forums range from a FAA presented How to get your Airworthiness Cert., to Speed and Efficiency Modifications - the builder gains 64mph by careful and scientific mods to his Mustang II.

Also besides RV's there will be many other types of Homebuilts on the flight line.

The big news is that the "Rocky Mountain RVators" are scheduling an RV fly-in at the Builders Forum on Oct 22.

Plus for you long distance flyers we have arranged for discounted hotel rooms at a nearby Day's INN \$37.00/night/room +tax; we will have a van to shuttle you back and forth. Call 1-800-874-4513 for room reservations.

For more info please email Doug Bloomberg at [dough@anchor.cs.colorado.edu](mailto:dough@anchor.cs.colorado.edu) or phone (303)466-8328.

**HOMEBUILDER SHOP SPACE AVAILABLE**

EAA Chapter 105 has shop space available in it's spacious & scenic facility at Twin Oaks Airport. This is the hangar where Carl Hay recently completed his RV-6. Carl has moved on, and there is now space available for up to five more builders. There is currently only one project, an RV-6, under construction in the hangar. Rental is \$60 per month for component construction, \$120 per month for rigging (after wings are installed for FINAL assembly), plus \$30 per year Chapter 105 membership dues.

A drill press, radial arm saw, bandsaw, air compressor, and belt sander will be provided for common use. Assistance will be provided in building steel empennage and wing jigs. Each builder is expected to construct and use his own movable work bench with storage underneath for small parts and personal tools. The current occupant has a fine example. Builders may further defray costs by sharing rivet guns, air drills, rivet sets, bucking bars, etc.

The EAA membership dues entitles the builder to access to the chapter lounges, coffee machine, refrigerator, washroom, library (including back issues of Sport Aviation), computer (good for keeping builders' logs), VCR and TV (for viewing construction videos and in the event you have babysitting duties).

The goal is to emulate the group in Houston that is building multiple RV's (15 at last count), who share jigs, tools, techniques, expertise, and energy. EAA Chapter 105 holds its monthly chapter meeting and a monthly Saturday morning pancake breakfast in the hangar, so the builders will need to clean up and organize their space within security tape for those two events. Note that the space is not limited to RV builders, so if you are considering another design, or have a friend who is considering another design, they are welcome. If you are interested, contact Rion Bourgeois at 222-7466 (W.) or 646-8763 (H.)

If you have been delayed in beginning your project due to lack of shop space and tools, this is an opportunity to start work now!



**Builder's Tips:** *Thanks to all who share them with us!*

**Rivet Sets at Wacky Willy's:**

Portland, OR area RV builders may want to take note that Wacky Willy's, both stores, has received, on

9/8/94, a shipment of several thousand brand new rivet sets from Boeing Surplus that they are selling for \$5 per, the same price Boeing sells them for at their store. Happy scrounging. Rion

**Just What Is "Frank's Instructions"?**

The old timers in the Portland, Oregon area Builders' Group as well as the RV builders who exchange ideas on the Internet international computer network have heard about a local builder who decided to make a supplement to Van's construction manual.

Why would someone purposely spend a lot of extra time figuring out the best order for doing things and writing it down when he could be driving rivets? Blame it on too many years in the electronics industry setting up manufacturing and engineering processes designed to be used by real people.

Actually, I got the idea even before I bought a kit of my own. I was helping another builder with his empennage and observing that it was sometimes difficult to interpret the drawings, took many extra hours to understand how parts should go together, and that you often spent a lot of time backing yourself out of corners. The other builder kept complaining about this stuff so I told him he should write down what he was doing to help other builders.

Unfortunately I could never get him to go that far. When I got my own RV-6A kit I already knew how the stabilizers should look and Van's construction manual covers these fairly well. For me, building these items went fairly well, although I did decide to spend some extra time making fixtures to help line up the ribs and spars properly.

The right elevator blew my cool. I had the problems every builder has; not knowing how accurate things have to be, not knowing which holes not to drill, doing an operation and finding that something else should have been done before it. So, I decided I was going to make sure that nobody else would have to suffer like I did unless they really wanted to. (There are actually a lot of those out there.) The first words were actually written some time after the elevator was started, and the procedure described did not match what I had really done. As you go along you later figure out that there was a better way to do things. In fact, the most recent revision was written a year and a half after my empennage was completed.

The event that really got me going occurred as I was trying to figure out something about the final riveting order. Several of the other builders in the area had imbued me with a crushing disrespect for people who used pop-rivets. There is an area on the elevators where Van's calls for two pop-rivets on the outside skin to help hold on the counterweight. In searching for a way to eliminate them I realized that the answer lay in the order in which you assemble things, and that there was a grossly simple solution. As far as I

know, the Portland area had the very first elevators in the world without pop rivets. Big deal? Well, it is to some people.

I have been writing ever since. The instructions now cover all the way from beginning the elevators to constructing the fuselage bulkheads. They cover about 70 pages. At this time they do not include any drawings but they need some. I would also like to cover the stabilizers and rudders because new builders keep coming up with the same old questions; unfortunately I haven't had time to do this, but I have had at least one person volunteer to do it for me.

The instructions are designed to cut down the amount of time a first-time builder has to spend on figuring out things and to keep him out of common traps. They are step by step in the sense that they give an order in which to work on particular areas; they do not go into detail about how to do a particular operation unless it is one that gives a lot of people trouble. They follow the plans as closely as possible, even sometimes when doing something different seems to be fairly popular with builders. That way there is less chance of confusing the builder.

In general, the only deviations from the plans involve areas where the plans don't work anyway; this usually involves using slightly different dimensions. Modifications just to improve looks are not included, although they may sometimes be mentioned.

The instructions have now been passed out to about 25 builders. Many of these have sent back suggestions ranging from the need to reword something all the way to a totally different order in which to do a series of steps. Randall Henderson, who is building an RV-6X nearby (he can't decide whether to do a taildragger or not), has been one of the most helpful. His suggestions have probably cut an additional 20 hours or more off a typical builder's construction time. Mike Wilson, another local builder, is using the instructions as he builds his RV-4 wings; as a result the instructions now cover the -4 also. Some tips were copied from the RV-ator, and many came from Internet builders, including one in California who has provided excerpts from a number of military and FAA standards on things like riveting and fasteners. Probably the most significant aspect of this is that we now have collected in one place a huge number of tips, all located in the right place to make them visible when they are needed.

I cannot see this as a money-making proposition. I have spent about as many hours writing as I have building, yet I realize that there are still things that can and will be improved. There are many builders who don't want to have detailed instructions, preferring instead to figure out everything themselves. In fact they may well be the majority. So for now I plan to keep handing out instructions and

revisions to anyone who asks, although I will accept reasonable donations to cover postage or printing. So far this has cost me far less in dollars than it has saved others in hours and frustration. I prefer to send them out on diskettes to those who have personal computers; if you can, send me a 5 1/4" or 3 1/2" diskette, MS-DOS formatted, along with a self-addressed, stamped envelope. I am using Word for Windows. I can dump it in some other formats if you prefer but it takes me more time. For those of you without computers I will also send out a printed copy.

I prefer to send out only what you can use over a few month's time, since revisions are still being made. The date of the last revision is given at the end of each section; you should ask for an update if what you have is more than a few months old.

Users are invited to call me any time with questions or suggestions. I can be reached at 503-629-7808 during the day or 503-590-3991 evenings. Also try frank@ssd.intel.com on the Internet. Frank Justice



**Don & Doug and Dan & Rion's Excellent Adventure (part 3 - the Acey Duecey)**

(by Don Wentz)

When we last left our heroes, they were headed for big trouble in Oshkosh, WI. The big wind/thunder storm that washed-out the airshow, washed them (Don & Doug) into the Miller tent just outside the gate. They quickly made friends with some on-airport weather radar salespeople, and next thing they knew they were invited to tag along to the infamous Acey-Deucey bar.

They hurried back to add some bigger rope to the tiedowns on Don's -6, and see if Rion & Dan wanted to go with. Being the only intelligent member of the group, Dangerous Dan decided the mission was too hazardous and declined to accept it. Rion hesitated, but when we told him why the Acey-Deucey was famous, he decided it was worth the risk (OK OK, it's the place where the Russian MIG pilot gave some woman an autograph - on her panties while she was wearing them lying on a pool table). We all figured that should another such historic event take place, we better be there to witness it, & off we went.

It took over an hour to get back to camp and then back to the beer tent, but our hosts were still there, so we climbed under the tables and popped-up inside out of the rain (it was too crowded to walk in thru the 'doors'). Spent some time yelling at some new acquaintances over the beer soaked din, one of which was a 50-ish gal who had flown her 182 all the way from Florence OR, by herself. Lots of nice comments about RVs when asked how I got there.

Seems folks at the EAA Flyin respect homebuilders who fly their creations there. Imagine!

Next thing we know we're piling 5 hes and 1 she into a rental car with seats for 5, us in the back, and headed out the gate. As we wait for traffic, Doug sees 2 fems he had pointed-out to me earlier as "The Flyin's Finest". They had been turned-away from the gate guard's private Port-a-Potty, and were looking for a place to 'go'. Being quite relaxed by now, with a little coaxing from the front seat, I opened the door and invited them to dine with us ('us' being a carload of drowned-rat beeries). They seemed undecided, so I yelled "It's OK, you can trust us, we're PILOTS!" Oh brother, what a line, but to our amazement, they pile-in the back with us. Or, ON us would be more accurate. As one plants her butt in Doug's lap, he looks at me and says "you stud! Thanks!" he being the only single one among us.

We take off for town, our driver being a little less than discrete, considering the load in the car, and police all over the place directing traffic. After our driver narrowly misses rear-ending someone, one of the passengers says "wouldn't our wives be pissed if we got in a wreck and thrown in jail?". All I could say was "If she could see me now with this gorgeous blonde in my lap I'd be better off dead anyway!".

We ended-up at your Red Robin style restaurant for dinner, where we get to know some of the folks we are with. Turns-out several of the guys are State something-or-others who are there investigating the weather radar systems (ever heard the term 'boondoggle'?). The brunette is a 25 year old corporate pilot and a 99. The blonde is about the same age and a 99 'wanna be', and sells advertising for a Detroit area radio station (for some reason they were ashamed to admit they were from Detroit? Having never been there, I didn't understand...). They flew in together, while the brunette was giving an older 99 friend some instrument instruction in the friend's Cherokee on the way. She told us an interesting story about losing an engine over Lake Michigan in a Piper Aerostar. Yikes. Seems like she said she has about 2500 hrs, but is thinking of giving-up professional flying to go into construction with her brother, who made 10 times as much money last year than she did. Go figure. The blonde mentioned that she supplements her income by doing some occasional modeling (did I mention that these 2 were, how should I put it - knockouts?). Not sure why they wanted to hang-out with a bunch of smelly, raggedy old farts like us (not kidding about smelly, my good 'ol RV-6 T-shirt got soaked earlier, and as it dried from wet to damp, was getting a little ripe), but I figured maybe it was my really cool, terribly hot-pink new N-number hat with an RV-6 embroidered on the front. Who could resist? Probably more accurate is they could tell we were harmless, and after seeing "buyin

Rion" whip-out that plastic every time a round was bought, they had it made.

After an OK meal, it was off to the Acey-Deucey. We had to search for awhile (too many navigators) but found it eventually. It was your very basic tavern, brick walls, loud music, smoke, long bar, pool tables, and tiny little hole in the wall restrooms that you were afraid to touch anything in. Just what we were looking for!!

Talked a little with some locals who said they enjoy EAA week, evidently the town is too quiet most of the time. Rion ran into Mark Twombly who writes for Flying Magazine, so it appears we are in the right place. Overall a pretty friendly crowd.

Doug has finally watched his quarters make it to the head of the line on the pool table, when the girls decide that this place is boring and want to go dancing. What the heck, we get directions to the nearest possibility, get one of the Aero directors to drive, and end-up at a real nice hotel on a bay with sailboats sitting outside the windows of the lounge, which is very large and very nice. We take a prime table with couches around it and relax, waiting for our 'driver' to join us, which he never does. Oh well, next we know, Doug says "hey look, over at that table, it's Bob Hoover!" He takes the opportunity to shake hands, exchange pleasantries, and buys them a round. How about that?

We eventually manage a couple of dances, the usual 'fast' dance to bad old Rock-n-Roll, but when Buyin Rion starts doing the Shag, I figure I better go hide, since my partner wants to shag and I don't have a clue. Now they're tired of this scene, so we taxi back to A-D, and as Doug gets to the head of the line on the pool table again, we all decide to head back to our tents (which is fine with me because I was supposed to be Doug's partner, and I was in no condition to play a game that required skill and co-ordination). The taxi drops the ladies at a house somewhere in Oshkosh (we didn't appreciate their bragging about the nice hot garden tub they were going to jump into), then drops us outside one of the gates, very near our planes (we still wonder how Rion navigated us there). We try to slide thru a gate but get turned away by a vigilant security cop, and end-up walking down a driveway past some Winne-by-gosh-bagos, fall over a fence & crawl into our tents.

It's only midnight, but I sleep very poorly (should have gotten something at that fast food place we swung by, Rion & Doug were smart enough to). On one of my trips to the P-a-P in the middle of the night, I couldn't help but enjoy the peacefulness, with airplanes everywhere you look. Lots of people with towels around their necks walking around. I guess if you want a relaxing shower without waiting in line, that's about the only time you're going to get it. The

next morning, Saturday, dawns WAY too early, and we begin breaking camp to head back west.

Next month - the flight home, or, 'into the nasty brown gunk'.

(You may wonder what Janet thought of our adventurous evening. Well, not much actually. When I told her about it she said "you're not going there again without me!". That's not a bad thing though, since I thought I'd never get her to go with me, now I guess I can!)  
dw



**Project Status:** *Randall Henderson*

**Frank Justice - RV-6** - Took time off to get instrument rating and fly back east. Finished all the bulkheads and set up fuselage jig last weekend.

**Carl Hay** made the first flight in his his RV-6 in April. Those of us who attend the EAA chapter 105 meetings were able to monitor his progress, as it was in the EAA hangar until he was ready to fly it. He's now moved it out to a hangar at Hillsboro, and has been flying it like crazy while the weather's still good. It's still un-painted, he says he'll wait till the fall/winter before painting it, as there's no sense wasting all this good weather.

Carl was nice enough to take me up the other day and show me how his custom control system works. Since Carl doesn't have the use of his legs, he devised a unique control system that consists of a collective-like throttle control on the main stick (made from a Harley-Davidson throttle), and two rudder/brake control sticks mounted between the seats, which are manipulated with the pilot's right hand. The flap control is also on the main stick, as well as a PTT switch and a "coolie-hat" switch for the electric elevator and rudder trim. The setup puts all the controls one needs right at the pilot's fingertips and it seems it would be easy to get used to, even given that it's a taildragger.

Carl is obviously very happy with his airplane and can't say enough about Van's design. He says it tracks straight down the runway with little or no rudder input, and is very stable with good control harmony. Of course we've heard this kind of praise for RVs before, but it holds a bit more weight when coming from someone with Carl's level of experience.

**Dan Benua** is finished with his vertical stabilizer and is currently assembling his rudder. His vertical stab is as good as any I've seen, a good indicator that his project will be first-rate. After all, how many of us didn't make some dumb mistakes in the early stages of their project? I was almost starting to get an inferiority complex until I spotted a "practice" rudder skin hiding over in the corner. Welcome to the club, Dan, you're not alone!

**TOP TEN THINGS REASONS RV-6s ARE BETTER THAN RV-4s**

Randall

10. How often do you see Van flying an RV-4 these days?
9. You don't have to be a contortionist to pat your honey on the knee
8. Two words: panel space
7. RV-6 pilots don't need tandem seating to prove that they're macho
6. Seen any RV-4s on floats?
5. Two letters: C.G.
4. You don't see anyone putting RV-4 fuel tanks on RV-6s do ya?
3. Turdledeck already built in to the RV-6, no mods necessary
2. You can stick the third wheel at either end
1. It's a newer design

Hey, get away from me with those rocks! OK, it's only fair to give an RV-4 builder a chance at a rebuttal, so here's Rion's

**TOP TEN REASONS RV-4s ARE BETTER THAN RV-6s**

Rion

10. Faster than an RV-6
9. Looks more like a fighter plane
8. Flies more like a fighter plane
7. More aerobatic than an RV-6
6. Don't have to fly side-saddle in an RV-4
5. Can be built with or without turtledeck
4. More fun to stand beside at fly-ins
3. Wife sits in the back where she can't see or reach the intercom switch
2. Better penetration rate in a dive, including the Acey-Deucey
1. Faster than an RV-6

Rion, I resisted the temptation to rebutt your rebuttal, but Janet wasn't too happy about #3! dw

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

**NEW MEMBERS:**

Skip Dennis - See the ad section, Skip is interested in joining a project already underway.

Walt Cannon - Walt is from Seattle but met me at the homecoming. He subscribed for 2 reasons: 1 - because he heard how great our nltr is, & 2 - so he could get a \$10 discount on a set of Duckworks Landing Lights! Smart guy!

Mark Miller - Flight Instructor over at Troutdale. Sorry Mark, I don't remember if you've started your RV - yet.

Ernie Johnson - Ernie is from Portland and had his demo ride on August 10th, his 55th birthday! He is now prep-ping the place as he and his son can't wait to get started on an RV-6.

LOST MEMBER - Anyone know what happened to Dale Strawn? He is subscribed thru mid '95, but his address no longer works and I don't have a phone # for him. Let Randall know if you have any ideas.



**Don't Want Ads:**

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

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

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

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

Bulk purchase of Whelen 3-way nav/strobes at a discount. This is a one-time deal, contact Doug Stenger if you're interested. (503) 324-6993

Standard Gascolator and mount for RV, slightly used. Sell for 60% of new cost. Need, good quality (RC Allen?) Horizontal Gyro, 3000fpm VSI (too much aerobatics). Don Wentz 503-543-2298

Skip Dennis wants to "buy-in" to an RV project. He has 'some' time to help, but has more \$\$ that he is willing to pay into a project to help finish it. If you are to the point you may need a partner to help buy that engine and panel, maybe this could work out. Give him a call at 503-655-7226.

Local EAA Chapter 105 has a large hangar where they hold mtgs & rent space. Currently an RV is being built there. If you need a place to build, this could be an opportunity to share space & ?? with other builder(s). For details call Rion Bourgeois - 646-8763h

