

Portland RVators

Issue 94.9

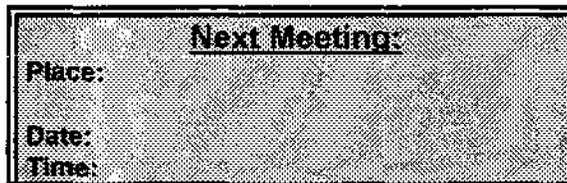
September 1994

August meeting

The August meeting was held at Doug Stenger's shop. About 30 people showed up, and we spent much of the meeting listening/watching/asking questions as Doug revealed many of the tricks and techniques he's acquired over several years of custom building RV components (mainly wings), for others. Among the many topics discussed were proper dimpling and deburring techniques, modification of RV-4 wings to incorporate RV-6 fuel tanks, joggling skins, accurately locating aileron hinge brackets, and the use of RV-4 aileron and flap skins on RV-6 wings.

T-shirts were distributed to those who ordered them, and possible future applications of the "logo" were discussed.

Thanks, Doug for hosting the meeting and letting us in on so many of your "secrets"! Randall



It's blank? That's right, no meeting for September. With the homecoming being the weekend before our normal date, we figured everyone will be busy in their shops after all the motivation that seeing gobs of RVs gives you. We'll be back in October. dw

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General Business:

Newsletter:

My thanks to Randall and Frank for finishing and mailing the newsletter last month. Don Wentz

Subscriptions Due:

Look at the date under your address on the cover. THAT IS THE DATE YOUR \$8 IS DUE. Mail to me or give to me at the next meeting.

T-shirts

Randall Henderson
I think I've managed to get t-shirts to all the people who ordered them by now. My apologies some of them took so long, I didn't ship any until I'd delivered as many as possible in person at the meetings, since at the price there wasn't much left over for shipping.

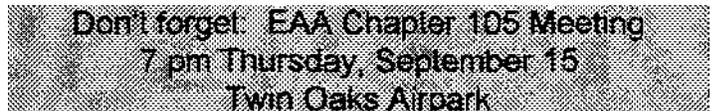
I was pleased that people liked them so much, in spite of the fact that most of us are building RV-6s and many would have liked "their" plane on the shirt instead of an RV-4. All I can say to that is hey, I'm building a -6 myself! The -4 just worked better with that design. Anyway, there's always next year....

Now that we have the cool "Portland RVators" logo (I still hate that name - oh well), I was thinking it would be fun to put just the logo, minus the "Scappoose Fly-In" text, on the back of overalls, t-shirts, long sleeved shirts, or whatever else comes to mind. At the last meeting I proposed this idea and several people expressed interest. Anyone who wants to get this done, please let me know. If you have something you want it applied to, bring it to the October meeting, or get with me and we can work out how to pick something out at the t-shirt shop.

Mike Wilson was also wondering about a patch, say to put on baseball caps, jackets, RV seat backs, etc. Any interest there? I'll look into it and ask for a show of hands at the next meeting.

Randall Henderson
(503) 690-1234 (days) (503) 297-5045 (eves)

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EVENTS CALENDAR

Van's Homecoming - Friday, Saturday, and Sunday, September 2nd-4th at Sunset Airpark for RV builders/pilots. Hoped to see over 100 RVs drop-in this year. This is a 'Major' event for us RV types.

Boy was I pumped for this! I finally got to FLY MY OWN RV to Homecoming! After 3 years of drooling, I'm finally one of them! Wife Janet had her folks in town to watch the kids so we could participate as much as we wanted. The weather gave us some problems, but the Friday night potluck was a lot of fun as usual. Saw a bunch of you RVators there, dw

Late breaking news flash - Last night at the Potluck, Brent Anderson said he has some BOX SEAT tickets for the Reno AirRaces available due to cancellations. I recall the details as: VIP parking included, all 4

days, 10-seat box, \$210 per ticket. This is a short-term opportunity! Call Brent at 503-646-6380.

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Don & Doug and Dan & Rion's Excellent Adventure (part 2)
(by Don Wentz)

This episode finds our heroes departing Missoula MT well after noon, with clouds building out in the direction we are headed. Doug is gabbing away with his uncle, while Dan, Rion and I are exchanging nervous glances and wishing we wouldn't have had such a leisurely breakfast in Lewiston. Finally we head ESE and climb out of the valley.

Things soon begin to get darker and rougher, and we start having to divert around high clouds and high ridges. At one point, we see a wall of clouds ahead and think we need to head south again, towards some light up a big valley. Dan wants to try to climb above it, but when we get there, the only 'opening' looks like little more than a light spot above a high ridge. Dan tries for it, with us hanging-back while he 'explores' it. As they are heading for the ridge, Rion begins to wonder, and starts advising "Dan, we're not going to make it!". After repeating that a few times, Rion looked at where Dan used to be, and in the left seat was "DANGEROUS DAN, THE DEAN OF DANGER", and, HIS HAIR WAS ON FIRE!!!! At the last moment, Dan reverts to the swell guy we all know him to be normally, and he swings around to go thru the southern valley, with us right behind.

The next 1/2 hour we flew over/around/thru some rugged country, finally breaking-out over the plains at 12,000' over a ridge and around another really black area. This view was spectacular with a several thousand foot cliff dropping from our left into a large lake, with BIG clouds all around. I felt like a speck of dust in my tiny little RV. Wow!

We bounced the rest of the way into Casper, landing into a heavy wind. I was indicating 45 just taxiing to the ramp! The folks at Casper Air treated us just right, with 'discount' fuel at \$1.97 and a hangar for \$10. We found the RV-4 & RV-6 from California in the hangar with a note saying where they were staying. I had talked with them the day before about meeting in Wyoming. After a good steak (bad seafood) dinner at Benham's, we turned-in, rising for an early start the next morning. Back at the airport, the sight of 4 RVs in the hangar was pretty inspiring. Too bad, our jubilant mood was dented when my starter wouldn't work! We found that with Dan swinging the prop and me turning the key, the wounded starter *was just* able to get the O-360 going. So, that was the drill for the rest of the day.

The morning was blue and beautiful, and we were off for another day. Our formation quickly faded and we rag-tagged our way into Huron, SD, about 3 hours flying time. Mike in the RV-4 beat us in, I dropped-in behind Chris in his RV-6. All the airports in the midwest seem to have two runways, and we seemed to always have trouble identifying the right one. Chris did so here, lining-up downwind on 30 instead of 35. I figure-it out bail-out just before the traffic advisor changes his mind and decides 30 IS what we should use. As Doug and I go around to re-enter downwind, Dan takes-over from Rion who had flown that leg. Neither of them had thought to switch tanks, and the engine immediately quit! Dan switched, engine started, Rion's heart started, and we all landed OK.

My left brake is almost non-existent, so while everyone else sits-down for breakfast, I get a sandwich to throw in the plane and Rion helps me re-pump brake fluid into the left brake. The FBO loans me some tools (Sioux Air Service) and seeing that the hose is a little short and I'm having trouble getting it to reach, Rion reaches-in to help and immediately breaks the hose off the little oil pump. I am a little testy from my difficulties, so grumpily suggest Rion finds a new one. He rode into town with a friendly local who gripes about "all the Californians moving to town and screwing-up the real estate prices"! Who ever heard of such a thing?!? Being a sharp dude, Rion buys an exact replica hose and some extra tubing so reaching the fluid drain under the brake housing is easier, and we quickly finish the job. Breakfast now over, the gang saddles-up, Dan props us, and off we go for the next leg.

At first, the flight is great. High, puffy clouds, in calm air that just invites us to zoom around, under, and through blue holes in them. Doug is flying for us and having a ball. We get separated from the group again, and sound like idiots describing clouds, lakes, roads, towns, all of which look alike, trying to link back-up. We hear plenty of other idiots on 122.75 doing the same thing, with the radio traffic getting heavier as we near Wisconsin. An hour out of our next stop, the clouds start closing-in and getting higher. Dangerous Dan says he will climb over them, so we try too, and end-up running-out of room to climb at 11,500 feet, clouds closing all around us. Just as I am beginning to really sweat, thinking our only choice is to do a 180 in this monster cloud, we see a spot of green and slide thru the edge of the monster into a BIG hole. Pull the throttle and weave and dive down to 3500', where we bounce and dodge showers the rest of the way into LaCrosse, WI. I once again get lost trying to find the correct runway, but finally make-it. TDM Inc. wants 2.24/gallon, so I take just 12, and we soon gather at the RVs to plan our attack on Wittman Field.

The plan calls for Mike to lead in the -4 since he has the most recent experience there (Rion, Doug & I are virgins at Oshkosh, been awhile for Dan). We'll fly a loose diamond until the railroad tracks at Ripon, breaking into single-file and circling around to begin the run down the tracks to Fisk. We take-off and I end-up tail-end-Charlie, which is fine with us as the weather is low and rough. After our break as we are lining-up on the tracks, some hotdog in a dark colored speeder cuts-in on our leader and we follow him in. At first, the sight of ALL those airplanes flying towards the same place makes us nervous, but by the time we have listened to the controller telling them to wag their wings and watching them, it gets more clear on what to do. Doug does a great job of hearing what they tell us to do, switches to the right landing freq while I waggle and stay in line. The blue speeder turns-out to be Bill Benedict and son in the factory -6A, and except for Dan who gets picked-out for 27L, our 4 RVs get cleared all at once to land single file on 36L & we follow Bill in. Good thing they have huge runways, for some reason I bounced, I weaved, I swerved, my worst landing of the trip. Oh well, 5 minutes later we were tying-down in showplane camping. WE ARE AT OSHKOSH!

The next 3 days are a blur of airplanes, lookers, airplanes, repairs, airplanes, talking about the RV, airplanes, shopping, and more airplanes. We saw airplanes we had never heard of, and so many of each type. From the main gate area to where we parked, we counted in excess of 30 Navions.

We spent most of Wednesday at the museums, really could have spent more time. Ran into RVator Dexter Kincaid who had driven all the way there from Oregon, and was nice enough to take Dan & I into town for supplies and a steak dinner.

Thursday we pulled my cowl and spent the morning troubleshooting my starter. Finally decided it was the starter, carried it to the RV show area where we found Mark Landoll, who swapped me for a new one (he had mine analyzed and it was a failing wire-to-brush connection in the main starter motor). Rion & I spent a couple hours touring the fly market (lugging the starter), reconnoitering the best deals for T-shirts, N# hats, etc. We were surprised (pleasantly?) by the liberal use of attractive females in the various sales booths, but resisted their wiles and made no 'bad' purchases. Stopped-in at Van's booth each day, but fear of getting trampled by the eager crowds made our visits short. Since I've xsitioned from 'builder' to 'flyer', I didn't need to spend much time looking at tools, avionics, engines, etc., which also means I am worthless if you want advice on how good of deals there were to be had. Eventually, we got back to camp where poor Doug had been trying to relax but didn't get a moment's peace. It seems an RV with the cowl off right next to the main pedestrian road is

a real attention getter. He got to spend all day answering questions about the engine installation & the Airflow Performance fuel injection unit.

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Rion was a big help during the troubleshooting/repair of the starter (I was a little leery after the broken oil pump affair) and we quickly got it back together and tested. It is still working perfectly, 30 hours later. Next to us was a 180 with Ron and Nancy, who were very friendly, with a lot of tools along that helped with our efforts. Their big wing also provided nice shade during the Airshow, which we enjoyed after the repairs. Dan decided to lay low for the evening, but Doug, Rion, and I were already sick of the marginal food available on site, and headed for the gate & bus into town. The line for the bus was prodigious, so we thought a quick try at hitchhiking just outside the gate was in order. Not only did the second car in line offer a ride, the car behind it honked and waved-us in also! We quickly assessed the 2 older gentleman in the first offer to be safer than the two women in the other car, and piled-in the back. This choice seemed shaky later when the driver had some problems negotiating the roads (he would ask the other if a lane change was OK!?), but other than hopping a curb, no serious incidents. We had a really yummy steak (except for Rion, who didn't believe me *again* when I told him we were NOT in seafood country, like in Wyoming) and enjoyed visiting with them. They had answered a bulletin board message their first year there and ever since, once they land they call their hostesses who provide them with a car, rooms, breakfasts, & dinner if they want it. They just pay 'whatever they feel is right'. Not bad! They drop us outside the gate and we get some hot deals on T-shirts, fanny pack, & Doug's "Bush Pilot" wings, which must be seen to be believed.

Friday we relax in the sun and visit with RV enthusiasts (including Rind RVators Doug Stenger & Tim Skinner who stop-by), then Doug & I head-out for our last chance at the flymarket. This is the first day I notice the crowds, which are heavy near the flight-line. One bit of advice: never buy the first item you come-across. I wanted an N# hat and found the best one at the 3rd vendor. Same with shirts. We ended-up buying the 4th 'best choice'. It was fun to keep looking, modifying our 1st choice as we went. Another item I hoped to find was a tailwheel towbar for my RV-6. I found a reasonably priced plain one for a Cessna, figuring it would be close enough that simple mods would make it work. All I had to do was squeeze it a little narrower and it works perfectly! Hangar maneuvers are now easy!!

This is our last day at the big show, and I never even set foot in the warbird area or the heavy iron display area. Our neighbors Ron & Nancy have left in the 180, and already an RV-4 has filled their spot (never did see/meet the owners). From what I hear, the

weather has been great, comparatively speaking, & we had a ball. But, the fun wasn't quite over, as we head for the beer tent just outside the gate....

Next month, State Aeronautics Directors, the Acey Ducey, and a MAJOR Airshow legend.

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Builder's Tips:

Thanks to all who share them with us!

What Tools Do I Need?:

Howdy, the below is from our Local RV newsletter "Rocky Mountain RVators". If anyone has something to add or delete please email me: dougb@anchor.cs.colorado.edu. Thanks. Doug Bloomberg RV-6A

What Tools Do I Need?

The most asked question from new and prospective RV builders is, "what Tools will I need?" The following list is compiled by 4 builders, 2 with planes flying, one finishing the engine installation, and one midway through his wing kit. The list of tools is divided into 3 groups. (1) lots of time - low bucks. (2). average Joe - some bucks - good job and fairly quickly, (3), Donald Trump's little brother -lots of money.

All of the following can be purchased through Avery Enterprises, Cleaveland Tools, and Harbor Freight Tools. We in no way represent any particular vendor but just point you to a known source. Shopping around will most likely save you money.

(1) First group:

Air Compressor (75 psi min.) 1 to 2 hp
Rivet Gun 2X or 3X [do not use air hammer]
Rivet sets: straight & offset 1/8" Universal
Flush Rivet Set
Bucking Bars
Drill Motor: Air or Battery (not AC powered, cutting power cord = loss of builder)
Drill Bits: #41, #40, #30, #12, 3/16", 1/4"
Long Drill Bits: 12" long #30, #40
Metal Files: flat, half round, round
Scotch Brite, fine red color
Bench Grinder: 6" preferred
Scotch Brite wheel: 6"xl" (polish, debur, trim)
Deburring Tools: for straight edges and drilled holes.
Bench Vise: 4" or larger
Cleco Fasteners: 350 3/32", 150 1/8", (get metal bodied type, the plastic ones just will not hold up to use)
Cleco Pliers
"C" Clamps: 12 1", 12 2", having a few of each size in the deep throat type is advised.
M/S Counter-sink stop Cage: w/#30 & #40 piloted cutters
Hand Rivet Squeezer:
Squeezer Sets: flush and Universal rivets 1/8" and 3/32"

Dimple dies: 1/8" and 3/32"
Bucking bar/set drilled for dimple die shank .187"
Metal Cutting tools: Snips - left, right, straight cuts.
Hacksaw Blade & Holder
Fluting pliers
Hand Seamer (can use a piece of hardwood 3"x3"xl" with saw cut slot as seamer)
Pop rivet tool
Tape measure and rules (6" & 12")
Level: Carpenters, bubble protractor
Wood working tools: For jigs etc.

(2)Second List: Assumes you will have most items from the First list:

Air Tool Regulator: for Rivet Gun
Drill Press: Slow speed model less than 250 rpm.
Fly Cutter: Cut lightening holes in things
Drill Bits: use 135 degree split point bits #30, #41, #40, #12, D, 3/16", 1/4" standard length; #30, #40, 1/16", 1/4", 6", 12" length
Drill Stops: Commercial, or 3/32" & 1/8" plastic tubing
Unibits: #1 and #4
Right Angle drill attachment: w/ #30 & #40 bits
Bench Top Band Saw: (When using metal cutting blade for non-ferrous metals speed does not have to be slowed.)
Hand Riveting and Dimpling Arbor
Back Rivet Plate: steel plate approx 1/2" x 15" x 6" smooth faces
Flush Rivet Set (swivel with rubber guard preferred)
Vise Grip Dimpler: 3/32" dimple die welded to tip
Pop Rivet Dimplers: use in pop rivet tool for 100deg AN-426 rivets and 120deg flush pop rivets
Dimple Dies: for AN509 screws #6, #8, #10
Side grip Cleco Clamps
Handi-Clamp: neat things with rubber gripping surface won't mar the aluminum
Rivet Spacing Fan Automatic Center punch
Plumb Bob Nibbling Tool
Rivet Cutter
Edge Rolling Tool or Hole Flanging Tool Vixen
Tool: Body file
Scotch Brite Surface Conditioning Disc/kit: Attaches to drill motor smoothes scratches in aluminum surfaces
Paint Gun: Either Air Brush and/or touch up gun
Hand Held Die Grinder: Air powered

(3)Third, Top of the Line: You have the Money \$\$\$ All of the Above, plus all below:

Pneumatic Rivet Squeezer with multiple heads (Avery now makes a hand squeezer which uses the same heads, good deal!)
Air Compressor: 3HP, 100psi or better
Meetal Cutting Bandsaw
Turbine low Pressure. High Volume paint sprayer: To paint the aeroplane with.
Electronic Level
Someone Else to do It

Tool Vendors

This is a list of tool and part catalogs that I and others have found useful.

Van's Aircraft
PO Box 160
N. Plains, OR 97133
503 647-2206 Optional Parts catalog

Avery Enterprises
2290 W. Hicks Rd.
Hanger 54-1
Ft. Worth, TX 76131
817-439-8400
fax 817-439-8402
RV Tool Specialist He knows RVs and has a great warranty program.

Action Air Parts Inc.
106 N Airport Drive
Port Huron, Mich 48060
Rivet guns, drill motors, pneumatic squeezers, right angle drill motors. All rebuilt tools from aircraft manufactures. Seems to be a very good value, (I have riveter and drill motor ,both work fine, Doug)

Cleaveland Aircraft Tools
1804 First St
Boone, IA 50036-4417
515 432-6794
fax 515432-7804
(#1 for dimple dies)

Alexander Aeroplane Co.
900 S Pine Hill Rd
Griffin, Georgia 30223
(800)831-2949 Free
Paint, fittings, parts, some tools

ATS ** Not Recommended **
Aircraft Tool Supply Co.
P. O. Box 370
1000 Old US-23
Oscoda, Michigan 48750
(800) 248-0638 Free
Tools (Not recommended due to poor quality of tools ie. riveter & Clecos)

(800) 521-7394 Tools \$3.00

USATCO/Air World 16301 S. Broadway
Gardena, California 90248
(800) 645-8180 \$3.00
Tools, drill bits, rivet sets

Aircraft Spruce & Specialty Co.
Box 424
Fulleiton, California 92632
(800) 824-1930 \$5.00
Tools, materials, avionics, a bit of everything

Specialized Aircraft Tools
142 N. Pepper Tree
Visalia, California 93291
(209) 627-1240
Manufacturer of rivet fan spacing tool and high quality backriveting tools. And will build custom yokes for pneumatic riveter squeezers. Slow to ship.

Harbor Freight Salvage Company
3491 Mission Oaks Blvd
Camarillo, California 93011-6010
(800) 423-2567 Free
Pneumatic tools, clamps, unibits. This company caters to auto & carpentry but many items of use to RV builders.

J. C. Whitney
1917-19 Archer Ave.
P.O. Box 8410
Chicago, Illinois 60680
(312)431-6102 Free
Don't Laugh, stainless steel tape for flap leading edge, non-combustible materials for finishing interior, some tools. Inexpensive parts for your car so you can put more into your RV. (shipping fees high)dw

Other Sources:
Trade-A-Plane
410W. Fourth St.
Crossville, Tennessee 38557
3 times monthly journal of anything aircraft related, Subscription \$16.00/6 months, can be found at most FBOs laying about tables and workbenches, yellow in color.

Thanks Doug, that was a big effort & I'm sure our newer builders will appreciate it a bunch. dw

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U. S. Industrial Tool&Supply Co.
15101 Cleat St.
Plymouth, Michigan 48170-6098

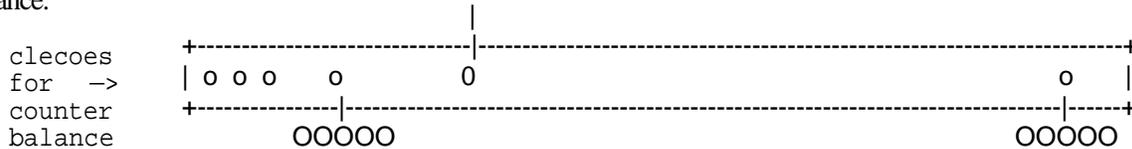
PROSEAL!:

When it rains it pours! I thought I'd stop by Earl Brabandt's hangar yesterday since I haven't been by for several months, and guess what he was doing — pro-sealing his tanks! I of course got conscripted (actually I more or less volunteered, compulsive builder that I am). I helped him pro-seal and rivet his stiffeners, filler necks, and drain flanges. It seems I just can't get enough of that pro-seal stuff (I had just done one of my tanks a few days earlier).

When doing my tank, I was all freaked out about the fact that when I was riveting the back baffle my brain shut off for a while and I mixed a couple of batches with the wrong ratio and applied it before I realized my mistake. I was weighing out about 60 grams of base component, then naturally since it's 100:10 you add 10 grams of catalyst, right? DUUUH! So yesterday I called Courtauld's and asked their sealant technical guy about it and he told me that Boeing approves it down to 100:20, for repairs, since it sets up much more quickly. Whew! I also talked to a friend who's an IA, and he laughed and told me that in field repairs "we'd ALWAYS double the catalyst, otherwise you'd have to wait WEEKS for it to cure!"

I used a borrowed chemist's scale to weigh the stuff, but I noticed Earl had a homemade 10:1 balance that seemed simple and accurate, and assuming you made it right would have prevented the mistake I made. Apparently he got the idea from Don Wentz. but I'd never seen it in any of the tips, so here it is:

Just take a stick of wood, 1" x 3/4" or so, by 24" long. Drill holes at 1", 3", and 23" (you could make it longer for more accuracy, as long as you keep the ratios of the holes to each other the same 10:1). Make a couple of trays out of spare 3" spar material or bend some flat stock into a "u" shape, and hang them from the holes near the ends with pieces of stiff wire or coat hanger. Hang the whole thing from the remaining hole, and calibrate by adding weight to one end or the other somehow. Then stick however much of the pro-seal base you want in the tray at the short end, and add catalyst in the tray at the long end until they balance.



Randall Henderson

RV-6X

I used a piece of coat hanger about 6" long bent into a 'U' shape for the fulcrum. I drilled 2 holes in the top of my worktable

in a corner so I could just stick the ends of the wire in them and use the scale, then pull it out and stick it out of the way when done. To balance the short end. I clamped a piece of scrap aluminum (appx 1" wide x 4" long) to the end using a cheap spring clamp, then fine-tuned the empty balance by adding clecoes. Now that I look at Randall's dwg. if you left a few more inches of wood on the short end. you could just stick clecoes in it until you achieved balance. The only critical items are the location of the three holes, not the overall length of the wood bar itself.

dw

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Project Status: **Randall Henderson**

Mike Wilson - RV-4 - Mike is working hard on his wings, mostly complete now except for the fuel tanks. I expect an opportunity to get re-acquainted with ProSeal is coming my way. dw

Bill Drake - RV-6 - Bill will be hanging his engine in a few weeks. This is a very exciting and motivating event!

Dexter Kincaid - RV-3 - Dexter decided he couldn't wait long enough to build an RV, so he bought an RV-3 in California. Successfully flew it back too. He calls it a "diamond in the rough" but is having fun getting used to it!

Earl Brabandt - RV-6 -

Well, I wish I could take credit for it, but apparently Earl had already started preparations to get back into his RV-6 project by the time my "Top ten reasons" why I thought he should (like it's any of my business) came out in the June Newsletter. I stopped by his hangar the other day and got to help pro-seal and rivet his tank stiffeners, filler necks and drain flanges. Since then Earl, true to form, has accomplished in a couple of days what it took me two weeks to do: assemble the fuel tanks. One thing Earl is known for is doing good work fast. I think one of his secrets is that unlike me, he doesn't spend much time double checking, fretting and agonizing before plunging on ahead, and he usually seems to get it right at that. He once said to me "There's nothing I can screw up that money can't fix". Sweat too, I might add.

Earl built his wings a while ago and bypassed the fuel tanks and wing control surfaces in favor of getting the fuselage going while there was a jig available, so he has a lot of big parts well along but not finished, and is now going back and "filling in" some of the un-finished parts. As a result his project is a good one to look at since there are a lot of components that aren't all closed up and stored away. Earl mentioned that he may be interested in hosting a meeting sometime soon, so we may all get a chance to see this stuff close up.

TOP TEN THINGS DON WENTZ LEARNED ON HIS OSHKOSH TRIP

Randall

(Sorry gang, he's really into writing these things - dw)

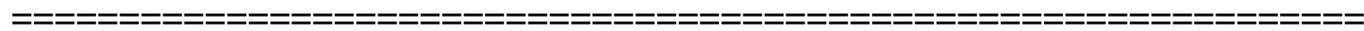
- 10. Sitting in a half finished fuselage making engine noises with your mouth just doesn't compare to the real thing.
- 9. Hey, that C.G. thing really IS important!
- 8. Don't be so picky about your co-pilot's flying unless you want to fly the whole damn way yourself!
- 7. Be sure to pack extra shorts on trips when Dan Delano - Dean of Danger is flying point. (We kid Dan a little, but I'm damn glad we had his experience along on the trip, I learned a lot - dw).
- 6. Hey, that density altitude thing really IS important!
- 5. Don't tell Randall anything about your flying trips unless you want to see it blabbed later in a stupid top ten list.
- 4. Always check your cowl fasteners BEFORE lining up for takeoff in front of a dozen other airplanes at Oshkosh.
- 3. Tailwheels may look cooler, but watch those crosswind landings!
- 2. We have GREAT flying weather here in the Pacific Northwest.
- 1. When your co-pilot tries to convince you that fitting-in those small lawn chairs will be worth it, PAY ATTENTION!

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

Don Wentz - RV-6 - Well, yesterday (8/30) my RV turned 2 months old. Since I was on vacation all but 2 weeks of that time, I have had a lot of opportunity to enjoy it. I managed to fly it to the West Coast EAA Flyin at Arlington, and to Oshkosh. I had to not fly it for a week after we got back from Osh to do an oil change & misc cleanup, then spent a week in Disney World with the family. I missed it! Now that I am back to work, I have been commuting in it. I work a mile from the Hillsboro Airport so it is a nice walk, and loops/rolls on the way to work are a lot better for the attitude than traffic! It's doing great mechanically, flies great, and I am finally flying it more and working on it less & less. True, the interior still isn't done, and I have some fiberglass damage to fix, but that can wait for winter. Right now, if it isn't something that grounds it, leave it for later! 89 hours on the hobbs now. Running low on gas money, so I guess it's good winter is almost here :-). Keep at it gang, it is SOOOOOOOO worth it!!!! dw

NEW MEMBERS:

Neal Arney - Tigard OR - RV-? Neal and son had demo rides recently and want to join the group to learn what they can before they start. Not a bad plan!



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.

Radios for sale:

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 Ptltd 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, Evert 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

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