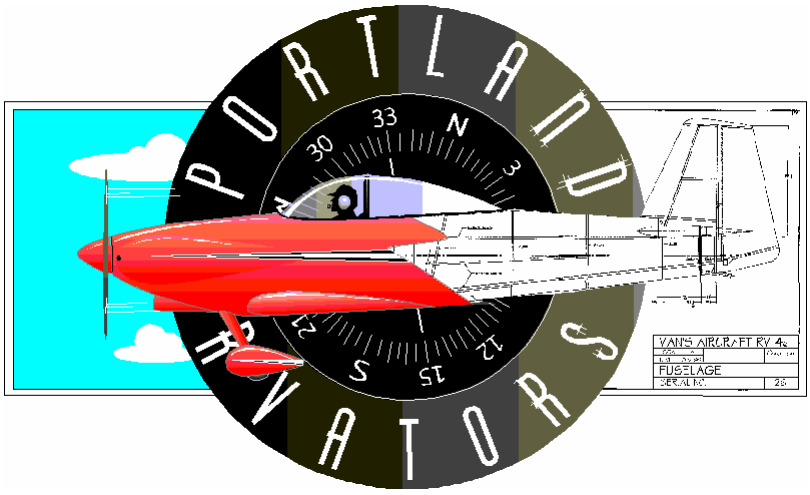
Issue 95.5 **May 1995**



The Newsletter of the Portland RVators; Builders and Fliers of Van's RV Series Aircraft

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April Meeting

Last month's meeting was held at Bob Neuner's place, where he's finished his RV-6 empennage and wings, and is currently "between subkits". I wasn't able to attend, so Bob provided this report:

The April meeting was a pretty crowded gathering. I think I'm pretty close to Randall on floor space. It was elbow to elbow with my dog sitting right in the middle of the floor. Thanks to Norm Rainey's help I briefly went through the news letter. Norm passed around the clipboard to find helpers for the RV fly-in. He explained a little about what was needed in the way of help and who would take care of food.

As usual, we introduced new visitors. One of which is Harmon Lange, who makes-up Van's Landing gear legs. He is in the process of moving his entire machine shop to the Portland area from Minnesota. Marshall Dues, an RV-6 builder from the group in Houston where there are 15 RVs being built in one hangar, was also there.

I had one of my wings in the garage and my rudder in the jig. The Rudder jig is of my own design. I made it adjustable so the rudder sits up straight. It can also be adjusted to hold the elevator straight as well. I think it's easier to align and work with. I fielded a lot of questions, especially from some new builders.

This meeting was the first time some folks saw the results of back riveting on the wing skins. It was hard to convince some of them it was dimpled and not countersunk.

I also got to see a picture of Stan VanGrunsven's Modified Fuse Jig. I might build one the same to save space.

Meeting Notice

Frank Justice, Meeting Coordinator

Place:	Norm Rainey's and Blackie's Hangar Scappoose Airport
Date:	Thursday, May 11
Time:	7:00 PM

The May meeting will be held at Scappoose Airport. We plan to meet at Norm Rainey's and Blackie's hangar on the West side of the field. Program will be final preparations for the fly-in, and a "sneak preview" of the new video produced by Gene VanGrunsven.

Directions are as follows: Press the <Direct> key on your GPS, enter 1S4, then press <Enter>. Oh, you're not flying? OK, ok, here are the *ground* directions:

Take hwy. 30 into Scappoose, look for the BP station on your left (as you're going north). Just past it, turn right onto Columbia Avenue. Go 3 blocks and turn left on Airport way. Go 1.2 miles to the stop sign, turn right onto Honeyman Rd. (I think that's the name), and take the next right. At this point you should be paralleling a chain link fence with the hangars on the other side. Go down to the gate, it's keypad locked but hopefully it will be open. If not honk your horn. Park in the lot inside the gate, and look for the people at the hangar.

NOTE: There will be NO regular June meeting, because of the fly-in. Neither will there be a June newsletter, for the same reason. Plus I need a break.

General Business

Randall Henderson, Editor

New Video

Many of you have seen the short video that Stan and Eileen's son Gene produced of the 1993 Northwest RV Fly-In. You also may have noticed he's been pre-

sent with his camera at several other RV functions since then. Now he's put together a series of short videos, with sections from the 1993 and 1994 Northwest RV fly-ins as well as Van's 1994 Homecoming fly-in and the 1994 Air Fair. He did the work on his own time and for his own enjoyment, and can't legally sell the video since he used music that wasn't licensed for it, but nearly everyone who's seen all or part of it want a copy, so he's agreed to make it available on an $8 "suggested donation" basis. Stan and Eileen are going to bring copies to the meeting as well as a television and video machine so we can all have a look.

Fly-In

Not much new news on the fly-in, hopefully we can get any remaining issues worked out at the next meeting. One issue that has come up is that Janet Wentz is feeling a bit overwhelmed and would REALLY like some help coordinating the lunch, including choosing the menu and picking up the food. Call her or Don at 503-543-2298 if you can help. Wlso we still have slots for 1/2 or 1 hour shifts for some of the various duties. If you can't come to the May meeting to sign up for anything, give Norm Rainey a call (206-256-6192) to sign up, or at least try to get to the fly-in early and pitch in. It can either take a lot of work by a few people or a little work by a lot of people, let's all help make it be the latter!

Back Issues

Several people offered to make copies of the back issues of the newsletter for those who want them, so I'll bring them to the meeting and we can work out then who will do them and who wants copies.

Top Ten List

Top ten description

OK, I admit, I've been holding out. Several months ago the category was "questions I'm tired of being asked by non-RV builders. Well that list didn't cover it all, I had ten *more* annoying questions I'm tired of hearing, but I figured "why not save them for another issue?" What's that? You think I'm copping out by not coming up with a new subject for the month? Hey, why don't *you* try coming up with one of these things every month!

TOP TEN *MORE* QUESTIONS I'M TIRED OF BEING ASKED BY NON-RV BUILDERS

10. How are you going to fit it in there with the wings on?

9. When you're done are you going to take it off from your driveway (ha ha)?

8. Can you cool it with that rivet gun at 12:00am? I'm trying to SLEEP!

7. Oh, one of those canard things, huh?

6. What color are you going to paint it?

5. $18,000 for an engine?! Why don't you put a V-8 in it?

4. What are those bullet things sticking out all over?

3. When are you going to take me for a ride in it?

2. When are you going to take down that eyesore of a garage extension?

1. When are you going to come to bed, dear?

Subscriptions Due:

Look at the date under your address on the cover. **THAT IS THE DATE YOUR $10 IS DUE**. Mail to me or give it to me at the next meeting (my address is the return address on the cover). If you are paid up but the date doesn't reflect this, please give me a call so I can correct it.

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EVENTS CALENDAR

EAA Chapter 105 Meeting Thursday May 18, (third Thursday of every month), 7pm at Twin Oaks Airpark. Good programs, don't miss em.

Schrock's Fly-In Saturday May 20 at Schrock's Private Strip (near Corvallis).

EAA Chapter 105 "Breakfast at the Aileron Cafe' " Saturday June 3, (first Saturday of every month) at Twin Oaks Airpark, 8am.

Fourth Annual Northwest RV Fly-In - Saturday June 10, at Scappoose Airport, 10:00am, Lunch at 12 noon. Don Wentz, Fly-in leader -- (503) 543-2298.

Salmon Arm BC Air Fair - Sunday June 18 (Spaghetti dinner Saturday evening, June 17). Mark Kilba, (604) 832-6743.

EAA Oshkosh July 27-Aug. 2. Carl Hay (297-3091) is looking for anyone interested in making a "group flight" of RVs.

Vernonia Jamboree Fly-In - Camping, dance band, breakfast. August 4, 5, 6. Mike Seager 429-5103

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Flying to Sun-N-Fun with "Hatless Bill" Benedict

Randall Henderson

A few months back I half jokingly asked Bill Benedict whether there might be a seat open for me in one of Van's planes to go to Sun-N-Fun. Bill's response was "I think so, but you'll have to work for it!" Great! says I. I found out that he *really* meant the part about working for it, but it was worth it!

Dark and early Wednesday morning I met Bill at Sunset airstrip. Bill was a bit depressed about the fact that he'd lost his "trademark" hat the day before and was facing a two week trip without it. But he did his best to make do without it, and we proceeded to load up the red RV-6T with more stuff than I would've thought possible -- both our suitcases, a box full of Van's brochures, a pneumatic squeezer (for return to Bob Avery), a cordless drill & charger, cameras, jackets, and a bag full of sectional charts. When we both got in Bill said "Well, it didn't tip back on its tail, so no problem!". With the weight and balance considerations taken care of, we were ready to go.

As we climbed out, I looked east towards the mountains, and the Citabria pilot in me wondered whether we might have some trouble getting over the Cascades, what with the broken to overcast layer, bottoms at around 6000 feet that we were flying under. I needn't have worried. Bill is an RV pilot, not a Citabria pilot, and he pointed the 180 hp powered constant speed prop at a hole in the clouds and we were up through it and in the clear at 9,500 in just a few minutes.

First stop was Burley Idaho, which we made in 2.5 hours. We quickly topped off the tanks, and to my surprise Bill said "you're flying this leg, take the left seat. I had expected to do my share of flying on the trip but it was nice to find out that I'd be REALLY flying -- no fooling around with the co-pilot's stick.

The weather was clear in Burley, and stayed that way pretty much over the Rockies. The wind was at our backs, and remained so for most of the trip out, which made for a nice 210 to 225 mph ground speed on the GPS.

We climbed up to 12,500 and still had to dodge a few peaks, but there weren't any clouds to speak of and the leg was quite smooth, unless you count the 3+ g turbulence over the crest of the Rockies. That wouldn't have bothered me much except for the fact that what was a small gas bubble in my stomach down at sea level had turned into a BIG one at 12,500 feet, and every bump made it harder and harder to remain polite in the cramped cockpit. I finally turned to Bill and said "man if we don't get down to a lower altitude soon I think I'm going to explode!" and he said "well then we'll just have to open up the vents!" Aaaaahhhhh, much better!

Once we were beyond the Rockies things got pretty boring, i.e. flat and featureless, especially up at altitude, and I took the opportunity to put on the foggles and log some simulated IFR. Bill looked at me kind of funny -- I believe he really *does* think IFR means "I follow roads". He was also skeptical about the artificial horizon in that plane, what with all the aerobatics that he and others have subjected it to, but it held steady, even though the DG was spinning around aimlessly the whole time and we relied solely on the GPS for heading information.

We stopped for fuel at Yuma, Colorado. It's been a while since I landed an RV and all I can say for it is that I didn't bend anything. In my own defense I must point out that the plane was definitely close to (aft of?) CG, and loaded for bear, plus there was a 15+ knot direct crosswind. At any rate I got it down, more or less pointing down the runway, and we didn't bounce all that much.

Bill took the next leg, and we got into Lyons, Kansas around 4:30pm local time. There was a real welcoming party there. We hopped out and made our introductions, but it wasn't long before Bill was back up in the air giving demo rides. I was amazed. I was about dead on my feet from 8 hours of flying, my legs felt like rubber, neither of us had had anything to eat the whole day, and Bill was out there with the canopy slid back, his arm resting comfortably on the rail, a big grin on his face, saying "OK, who's next?" He kept it up right up until dark, when we finally dragged him out of the plane for the remains of the barbecue. After that we gathered in the FBO office and Bill spent another hour doing his promotional "dog and pony" show for the 20 or so die-hards that had hung around. It turned out that most of the people there were either former or current Cessna employees, several of whom are building RVs.

Several people had flown in in various interesting planes, including a Cessna Airmaster with five people on board ("If the FAA comes around it's a 190"), a pretty little Piper Clipper flown by a woman who's pride and joy it obviously was, and an extremely fast looking, single seat, last-of-it's-kind Korean war era military trainer called a Phirana. The guy flying this particular plane treated us to a 300mph flyby and four climbing rolls on his way out. The RV-4 driver who left behind him tried to follow the act, but fell out of his roll, recovered a couple hundred feet above the ground, then high-tailed it out of there with his tail between his legs.

The next morning we had breakfast with Gene and Shirley, who run the FBO in Lyons, and piled back into the plane and took off once again into the wild blue. I flew the first leg, Lyons to Kirk, then handed it over to Bill for the second leg, and as we skirted the southern fringe of the Atlanta class B airspace, about 70 miles from our destination, we started encountering clouds. Before long we were over a solid undercast. We wandered around a bit and finally found a small hole at about 30 miles out, and ducked down through it.

Underneath the weather just kept getting worse as we approached our destination, with low ceilings, haze and rain. I was clutching the map and looking for towers, and Bill was diligently locked on to the GPS bearing for the airport. Finally just as it looked

like we were going to have to turn around, a runway appeared out of the mist, and we were looking straight down it, about a mile out on final. I've never flown with a GPS before, but if there was any remaining doubt in my mind as to their usefulness if not downright necessity, it was erased at that point.

We landed in a drizzling rain and were directed over to a hangar by someone from the inevitable group of die-hards that hadn't given up on us yet, and soon after that the weather began to clear and Bill was out giving rides. Once again he kept this up till after dark, accompanied by a beautiful sunset as the last of the storm clouds cleared away.

A couple of local builders, John Booker and Ray Brook, took us under their wing and treated to a buffet dinner complete with grits at a local steakhouse, after which we retired to John's house and shop. They're building two planes together, an RV-6 and an RV-4, in John's shop, where both sets of wings and both empennages were finished, and they were about half done with the RV-6 fuselage.

John told us a little about the town, Kaolin, Georgia, “a town named after dirt." Apparently the economy of the entire county is based on a particular type of clay they mine there, whitish in color, called (you guessed it) “kaolin”. He said it's widely used as a filler for glossy paper and such. The area is pretty rural, and from the air there wasn't much in the way of civilization, just the occasional Kaolin mine or processing plant.

Friday, another early morning (these Van's folks get up EARLY), and Bill directed me into the left seat. I tried to keep my composure under the jealous stares of all the onlookers, but truth be told I was probably grinning like an idiot. The plan was to fly the relatively short 300 miles to Leeward Air Ranch, near Ocala Florida, where there was a whole contingent of builders and a barbecue waiting, and that would be our stop for the night. But the weather had other plans. We encountered a solid undercast about an hour out of Ocala, which persisted, so we kept flying south looking for a way underneath. There was nothing. We finally got close to the Tampa class B airspace where it looked like there was a way down, but Bill wouldn't go past that invisible regulatory line to save his life. "We can call for clearance into the TCA" says I, but Bill just shook his head and said "That would be unethical." So we turned west and flew out towards the shoreline, looking for some alleged "offshore clear" that is supposed to be common for that area. But 30 miles out over the water and still no joy, so back around the TCA we went, and further south, where the weather was reported clear. Sure enough, about 20 miles south of Lakeland we managed to get underneath, and flew up past Lakeland towards Ocala. We only got about 10 miles North of Lakeland before we realized it was hopeless: 500 foot ceilings, drizzle, haze, towers -- forget it. We did a 180 and made for the Lakeland Fly-in approach: over the plant, fall in behind a Bonanza on its way in, waggle our wings to acknowledge the Tower's instructions to land on the taxiway. I'm sure it wasn't Bill's intention for little old ME to land it at Lakeland, but I was in the left seat, so....

I can’t say I did Van’s proud on the landing. I flared a bit late, bounced it, then had to deal with Bill yelling in my ear “get on the power!”. Which I did just fine thank you very much (OK, I might have been a *little* late), and the second landing was much better.

We followed the flaggers and taxied for what seemed several miles around the airport, only to end up at the homebuilt tie-down area which was a couple of hundred yards from where we had landed in the first place. Bill commented that that's the one beef he has with Sun-N-Fun -- everyone's friendly and well organized, but they make you go the long way to get anywhere.

We piled out of the plane and Bill went to the commercial office and got our badges, tent number, and paperwork, then he says "Well, I still have to go up to Virginia and pick up Mike Seager, so it doesn’t look like I’ll have time to come back and pick you up to take you to Leeward, so I guess you’re on your own!" And there he left me, without any food, transportation, or a place to stay, staring forlornly down the runway as the little red airplane took off and faded to a little speck in the sky.

Coming up: Setting up shop, Long hot days, RV Banquet, return trip with Andy Hanna.

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First Annual

Carl Hay

I have just completed the first annual (conditional) inspection on my RV6, and I though there might be some value in sharing my experiences. The plane currently has 130 hours on it.

I decided that since I had to remove all the floorboards inside, I would have the interior painted. Aero Air at Hillsboro agreed to do it for the fixed price of $550.00 labor. Since I am a lousy painter, and I did not want to deal with the toxic materials involved, I decided to let them do it. I did all the prep work. They did the masking, priming, and final painting. For those of you who are contemplating whether to paint during the assembly or wait until after the airplane is flying, this is how it went for me. It took about 11 hours to disassemble the interior, including removal of the instrument panel, and all the removable bits and pieces of trim and floorboards. Other prep work took about another 8 hours. Paint and primer costs were 156.00, so the total cost of the job was just a little over $700.00. Now the bad news. Reassembling the interior took about 45 hours. I did a few extra

things (like adding a ground buss) but most of the time was just fussing with getting everything back together and working. Don't forget, if you decide to pull the instrument panel, all of the engine controls have to be removed, and snaked back through the firewall and instrument panel. It's a tedious job. One good thing about though, is that I had an opportunity to really take a good look at everything inside the cockpit to make sure that nothing was wearing out faster than expected.

I did not find any areas of extraordinary wear on the airframe. There were no loose rivets on the belly like Don Wentz found. My guess is that as I do more and more aerobatics like Don does, some may begin to loosen. I will definitely keep an eye on them, and replace them per Don's experience.

One area of wear when you land like I do is the wheels, brakes, and landing gear in general. My tires were getting noticeably worn on the inside, so I turned each one around on the wheel. Brake pads seem to be about 50% worn. I inspected and greased the wheel bearings. While I was working on the gear, I noticed that the pilot's side gear could be rotated very slightly in its socket. We're talking very slightly, about 1/8 inch at the end of the gear leg. I tightened the bolt holding the gear into the socket, and that seemed to remove the play. Then, I put some anti-sabotage lacquer between the gear leg and the socket, and I will watch it very closely.

Everything seemed to be in good order on the engine. I have kept up a regular program of cleaning and gapping spark plugs, and of course changing the oil and filter regularly and cleaning all the fuel screens. So far, I have had no sloshing compound show up in any of the screens. I'll keep my fingers crossed on that one. I also removed, cleaned, and re-oiled the air filter.

I had noticed an increase in vibration in the last couple of hours of operation, so I warmed the engine and did a careful compression check. Compression readings were: #1=76, #2=40, #3=72, #4=72.

40!? I checked it over and over, and consistently got it to hold only 40 pounds. Rats. Since I knew that sometimes ring gaps can line up and cause the cylinder to fail to hold pressure, I decided to fly it a few hours and see if it improved. I did not hold out much hope, since I could hear air rushing out the exhaust, indicating valve troubles. I removed the rocker arms, and staked both valves by whacking them with a plastic mallet, and put it back together.

Three hours later, and guess what. Compression reading on #2 was now a healthy 40. Removing the cylinder required only one hour. I took it over to Premier Engines in Troutdale, based on the recommendation of just about everybody I talked to. Jim DesJardins said that they would disassemble and check everything. Four hours later I got a call from Jim saying that lead deposits were preventing the valves from closing all the way. He further explained that refiners have increased the quantity of lead in the fuel in the past few years, and that problems of this sort were starting to show up. When asked how I could change my operating practices to help, he had little advice to give. It seems odd to me that we used to worry how these engines would keep the valves lubricated in the absence of lead in the fuel, and now we have to worry about lead deposits causing the valves to stick. I think that I will just run a good upper cylinder lubricant (like Marvel Mystery Oil) and keep on flying.

The good news is that he inspected everything, ground the valves and seats, and reassembled the cylinder, and it only cost me $100.00. With the help of "Dangerous" Dan DeLano, the cylinder was back on in three hours, and my airplane was back in the air.

As I put the cowl back on, I noticed that the lower cowl had sheared rivets on some of the hinges. Specifically, the lower hinge on the copilot side, and the hinge on the inboard side of the cooling air intake, also on the copilot side. I also repaired both with larger (1/8") rivets, and 5 minute epoxy. I think this is probably damage due to the increase in vibration from the low cylinder. As an aside, even though the vibration level was slightly increased, even with a cylinder as low as 40 pounds, the airplane was exactly as fast as before. In discussing this with several people, it seems that it is true that at high power settings when the piston is moving fast, it looses very little power as part fit deteriorates. Food for thought.

The airplane is up and flying again, and the vibration is gone. Dan and I are off to beautiful, sunny Mexico in a week. We'll be thinking of all you poor guys who are stuck up here in the cold and wet. In fact, we'll probably make several Margarita toasts to you. It still amazes me what a wonderful little airplane I built, and how many fun places there are in this world that it can take me to.

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N790DW airborne again!

Don "The Duck" Wentz

Now I know why I was wondering what all the whining was about - I don't recall the proseal being such a big deal, probably because Doug helped my do my tanks! Really, if you think ProSeal was tough, you're gonna die when you get to the fiberglass parts!

Which brings me to this: After 5 months on the ground, N790DW is once again chasing the clouds! I 'finished' my winter rebuild and boy is it great to be back in the air.

The rebuild consisted of:

Repair and repaint the gear legs (I molded them myself out of glass over foam and didn't make them strong enough the first time - they split).

Repair/paint the lower cowl (I used epoxy resin to bond the intake scoop to the cowl and it delaminated. Probably the heat helped. Use Polyester as that is what the RV fiberglass parts are made from!)

Rebuild/paint the vert/horiz stab intersection fairing (this part I just didn't do well enough the first time, I wanted it to look better. Now it does!)

Note - all of these glass part problems were pretty much my fault, but of all the things I did, they took 10 times as long as anything else.

Drill-out/replace rivets on the firewall to floor, spar carry thru, floor stiffeners. We've had many discussions about this item, just remember: don't machine countersink any thing you don't HAVE to, and use larger rivets when the materials get thicker than .032 and you shouldn't have the loosening rivets.

Replace binding 'heim' bearing on elevator. I had damaged this installing it and it eventually bound up tight, restricting free elevator movement.

Replace Art horizon and VSI. These were the victims of aerobatics. The bearings blew-out of my rebuilt AIM gyro, and the 'zero' on my VSI would change after every Split-S. I installed a shut-off valve to my gyros (I'll have to let you know how that works over the long term), and replaced a 2K/min VSI with a 4K. (got good service and prices from Midwest Aircraft Instruments in Minnesota - 612-492-6088).

Improved my forward canopy seal.

Re-painted: the red portion of my wing leading edges, extended the stripes across the wing-root fairing, cowl bottom, gear legs, floor pan, ailerons/flaps (original paint too thin), and vertical stab (ruined the paint while fixing the fairing).

Had 1" taken out of the pitch of my prop. Initial testing shows about a 100rpm gain at all settings: static run-up, climb-out, and top end.

It sure feels great to fly it after 5 MONTHS being a builder again. It's so great that instead of it being my turn to drive today (I carpool with Mike Wilson - RV-4 builder), we flew (there Randall, I said it)! (is it time to get off work yet?????)

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

Wing Tanks - grrrr!

From frank Justice: I Thought the RV builders would be interested in this from the Grumman (Tiger, Cheetah, Traveler, Lynx, etc) Internet chat line. It refers to the fact that the fuel tanks in these aircraft are not nearly as well closed up as in the RV; big gaps remain which must be filled with ProSeal and it must be replaced about every 10 years. Grumman owners get a lot of experience with fuel tanks. The referenced access plates are on the bottom side of the tank.

> It appears as if I'm going to have to make a decision soon on resealing my fuel tanks. Seeking references for places which have good success at this sort of thing.
>
> I've never had absolute success, but reasonably good - ie lasts several years - doing it myself. It is a total PITA though.
>
> (response)
>
> I have one piece of advice which I *STRONGLY* recommend. DO NOT seal the fuel tank inspection plates back on. They are a BEAR to get off again and as you seem to realize there is a high probability that you will need to get them off w/in a couple of years.
>
> Instead of sealing them, run down to the local auto parts store and buy four of sheets of 1/16" neoprene-cork gasket material. Place one of the inspection plates (are yours all the same size, or are they different inboard and outboard ?) on the sheet and draw it's outline, also mark the center of each screw hole. Now free hand another outline about 3/4" inside the one you just drew. Cut out this "hoop" of gasket, then use a single-hole hand punch to punch out where you just marked the screw holes - making sure you get them centered up correctly. This makes an excellent gasoline proof gasket for a couple of bucks and 20 mins work, and enables you to install/remove the inspection plates without all that nasty goo setting up in the screw holes and without destroying the plate when you remove it.
>
> I've had excellent experience (NOT LUCK) doing this and will *NEVER EVER* use tank sealant on an inspection plate again !

Priming Galvanized Counderbalance Pipes

Don Mack, on the Internet said:

"We are about to install the counterbalance pipe in the ailerons on the 6-A. My brother wants to coat the inside of the pipe with linseed oil. Any thoughts?"

And Gil Alexander responded:

.... the application of linseed oil (or special TubeSeal oil) to aircraft structures is only used for sealed assemblies. Usually the inside of a welded tubular fuselage frame or equivalent. Since the RV aileron pipes are not sealed at the ends, and don't even use sealing (cloded end) pop rivets, any linseed oil applied will not last for the time spans needed.

An old RVator mentioned one builder spraying zinc chromate primer into the ends, and then quickly following it with an short air blast to spread the spray deep down the tube. Probably the most effective thing you could do is to dip the pop rivets into zinc chromate primer and install them wet. This would protect the tubing at the drilled holes where the galvanizing has been removed, as well as protecting against any long term dissimilar metals type corrosion. Galvanizing is pretty good over long time spans. This was one component where I used the MarHyde one-step aerosol self-etching primer.

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The Tool Exchange

This section is devoted to listing any tools, jigs, shop space, specialized machines, etc. that are available for loan, or "group property" that is available to pass on to the next builder. Please give me a call (Randall Henderson, 297-5045) to let me know if you have jigs, tools, shop space, etc. to loan, exchange, or otherwise provide, or if you are looking for something specific to borrow. And whether your item is listed here or not, go ahead and bring it to the meeting. Items for rent or sell should still go in the "Don't Want Ads".

Surveyor's transit level -- makes fast, accurate work of leveling your wing spars in the jigs. Bill Kenny, 590-8011

Back Riveting Contraption -- large, counterweighted bucking bar and suspension system, and offset back rivet sets. (See "Back Riveting Wing Skins, December 1994 issue). Bob Neuner 771-6361

Lead crucible with electric heating element for melting lead for the elevator counterweights. Rion Bourgeois, 579-8800, 646-8763.

Wing Jigs (2). Bob Neuner 771-6361

Two airfoil templates, useful for mounting the flaps and ailerons on RV-6 wings. Will bring to meeting. Frank Justice 590-3991

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Don't Want Ads

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

40 #8 closed end nutplates for fuel tank access covers - $44 (my cost). Rivet spacing is non-standard so they'll only work if you haven't already drilled for the other style nut-plates. Also: two brand new old style (steel pot) Stewart-Warner fuel gauge sending units -$20 for the pair. Rion Bourgeois, 579-8800, 646-8763.

Avionics Work, $20/hr. Experienced, will work with you. Tim Steele 452-2575

NEW Com 810 720 channel w/tray, $935. Van's Aircraft 647-5117

Heated Pitot-tube (Piper blade style), missing heater element, $35. Brent Anderson 646-6380

3-month old IImorrow 920, GPS-North American Continent database. Wally Anderson 623-2328 work, 342-5240 home

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

Looking for any of the following: good quality floor mounted band saw, bending brake, sheet metal shear. Or just let me know if you've seen a good deal somewhere on one of these items. Randall Henderson 297-5045.

Before you order a rivet set for your gun, check out Wacky Willy's, they have all shapes and sizes, new surplus, for $5 each. Also squeezer sets but beware! The shanks are "industrial size" and won't fit most of our squeezers. Also jewelers file sets (handy for deburring tight corners, etc.) for $5. The number for their west side store is 642-5111.

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