

The Newsletter of the Home Wing of Van's Air Force; Builders and Fliers of Van's RV Series Aircraft

July Meeting

The July meeting was at Norm Rainey and Blackie's hangar at Scappoose airport. It was a nice warm evening, and several people flew in as well as a lot of drive-ins. I counted 30 people.

Butch Walters updated us all on how his first and subsequent flights have been going on his very nice looking Gray and Red RV-6. Norm Rainey told us a bit about the recent zero-time overhaul of his O-360(?) by Premier.

I brought up the fact that the builders group newsletter account has gotten up to around \$1400. We discussed the possibility of using this "Home Wing Aviation Trust fund" to purchase some lower-use, higher-expense tools for group member use. (Some parties advocated keeping the fund high so as to make the Home Wing Deficit look smaller, but once it was pointed out that there is no deficit, the proposal was withdrawn.) Brent Ohlgren has agreed to be the toolmeister, and the decision was to start making up a list of possible tools and decide which to purchase at future meetings.

Guests included Jeff Raines, who recently got a demo ride out at Vans, Glenn Stuhr of Astoria, who offered to have a fly-in meeting out at his place near Carpen Field as soon as he gets a kit.... Mark Billear, who is waiting for the fast-build kit with a tip-up option (all the ones so far have been sliders), Rick Knoff (retired navy), who used to work on aircraft carriers (and he assured us it certainly would be possible to land an RV on one of those things - except that they'd shoot you down if you tried it), and George Pseropolous, father of group member Dean Pseropolous. George is visiting from Florida, and belongs to an EAA chapter there.

Meeting Notice — Frank Justice, Meeting Coordinator
(503) 590-3991 Frank_K_Justice@ccm.ssd.intel.com

Place: Randall Henderson's

7233 SW Benz Park Court, Portland

Date: August 8 (2nd Thursday of the month)

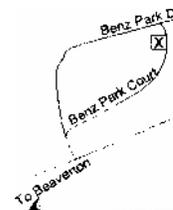
Time: 7:00 pm

Phone: (503) 297-5045

The August meeting will be at Randall Henderson's, where he recently pulled his RV-6 fuselage out of the jig.

Directions are as follows: **From Portland** take US 26 to the top of the Sylvan hill, then take the Canyon Road/Beaverton exit. Go about 1 block past the first light and turn right on Benz Park Drive. Then turn left on Benz Park Court. It's the first house on the right.

From Beaverton go towards Portland on Canyon Road. About a mile beyond West Slope (West Slope is at the transition point from Auto Dealerships to residential and forest), on the left is Benz Park Drive. Turn left there, then right on Benz Park Court. From this direction it's the first house on the left.



<rest of map didn't scan well>

From the "Big Ugly"

Randall Henderson, Editor

The Dummy Takes On a New Partner

'Toady: \t'od-e\ n : A servile flatterer." I admit, I had to look it up in the dictionary. Why? Because that's what Ken Scott called me one evening after he taxied up to his hangar to find me sweeping it out with a push broom. Actually I was just waiting around for him to get back, and noticed the hangar floor was pretty dirty, and there was this push broom laying there - honest, it had nothing to do with the fact that I'd asked him a while back

whether he would be willing to add me to his insurance and let me fly his airplane once in a while....

Oh, who am I kidding. Fine, call me a Toady, but I must have done SOMETHING right, as Ken eventually caved, and after several lessons with Mike Seager I began flying his RV-6 all by my lonesome!

It's quite a thrill for someone like me who is still building, and in fact I feel kind of guilty for getting to do this without having completed my RV-building "rite of passage". But I feel very fortunate to have the opportunity to actually get familiar with flying a tested and proven RV-6 before the time comes to play "test pilot" with my own plane. And if I ever start feeling too guilty, I just go up and do a couple of rolls, and then I feel much better.

Most of us have read Ken's "dummy" articles about his trials and tribulations building, flying and maintaining his plane. After some of my stunts I'm afraid he's again feeling like a "dummy" for letting me fly his plane. For example, a couple of months back, he decided to try out a set of prototype two-piece wheel pants. They were similar to the production two-piece pants that Vans currently sells as an option, but were somewhat thinner and lighter, and are also a bit tighter around the tires and closer to the ground. Ken was thrilled to find that they added several miles per hour to his climb and cruise speed. His enjoyment turned out to be short-lived, however. One day Jeanne and I set out fly down to Seaside. We had gotten a late start so I kind of rushed through the preflight, and I suppose I noticed that the tires were a bit low but didn't do anything about it.... winds were gusty on landing in Seaside, and I did bounce it kind of hard..., well, picture the combination of low tires, bounced landing, and tight/low/thin wheelpants.... one of them exploded like a big fat egg, and the other, was... how should I say it.... "no longer serviceable". When I got back to HIO I stuck the pieces in the corner of the hangar and put the old ones back on the plane. Of course the next day just happened to be one of the few days that Ken decided to stop by the hangar before work, so before I had a chance to call him and tell him what had happened, I checked my messages and heard "Uh, this is Ken, I just wanted to know if anyone got hurt!" OUCH! Only my pride....

So if you've ever heard one of the guys from Vans call me "Wheel Pants Henderson" and were wondering why, now you know.

In spite of the extra wear and tear that I'm putting on his plane, he hasn't booted me out yet, and I feel quite lucky to be friends with one of the few people who will let someone else fly their beloved homebuilt RV.

Thanks Ken!



T-Shirts

Looks like I'll be doing another run of the 1996 T-Shirts after all. Below is a list of the people who I have firm orders from. If your name isn't on this list be sure to contact me! I'll be ordering them this week.

Steve Kimura	Mark ??	(@Vans)	Ken Scott	Andy
Carl Hay	Marvin	Sandmire	Don	Moscarelli
Wentz	Butch	Walters	Chris	Lund
			Gene	Gottschalk
			Sun	Benua
			Jim	Franich
			Jeff	Raines
			Doug	Stenger

Top Ten List

People say the most interesting things - and I'm always listening (gotta watch what you say around the Newsie ter Editor). Here then, are my

TOP TEN FAVORITE QUOTATIONS

10. The scratch-build people look down on the kit-build people, the kit-build people look down on the quick-build people, and quick-build people look down at their empty wallets. — *Gary Corde (internet)*
9. To invent an airplane is nothing. To build one is something. To fly is everything. — *Otto Lilienthal 1848-1896*
8. What the hell did I build?!! - *Andy Moscarelli, after the first flight in his home built Pollywagon (he's now building an RV)*
7. If you can use a can opener, you have the skills that it takes to build an RV. — *Bill Benedict, talking to a prospective customer at an airshow*
6. That guy's a real snake-oil salesman! - *George Henderson, after overhearing Bill Benedict talking to a prospective customer at an airshow*
5. The only expensive tool is a cheap tool. - *Bill Pace (internet)*
4. Five years will go by anyway, and what will you hav to show for it — lite beer and TV dinners, or a high performance, homebuilt aircraft? — *Ken Scott*
3. Sure I'll edit the RV newsletter. How hard can it be? - *Randall Henderson, Editor*

2. You don't build a high performance airplane by being lazy. — *Richard VanGrunsven*

1. You love that airplane more than you love me! — *Jeanne Henderson*

Subscriptions Due:

Look at the date under your address on the cover. **THAT IS THE DATE YOUR \$10 IS DUE.** Use the form at the back of this newsletter to subscribe or renew. A short note updating me on your status would be appreciated too. *If you are paid up but the date doesn't reflect this, please give me a call so I can correct it.*

EVENTS CALENDAR

EAA Chapter 105 Monthly Meeting Thursday August 15 (third Thursday of every month), 7:00 pm at the EAA 105 Hangar/Clubhouse, Twin Oaks Airpark. This month's meeting is (tentatively) scheduled to be a representative from Cortauld's Aerospace, supplier of primers and paints for military and commercial aircraft, as well as many of our own RVs. Should be interesting!

Aircraft Builder's Conference August 24 at Aurora Airport. Builders forums, workshops, static displays, more. Fly-ins get free admission. Prize for best home-built. 1-800-824-1930

Corvallis Air Fair August 24-25. Free food for experimental/antique display fly-ins.

Van's Homecoming Fly-In August 31-Sept 1. **Note change from previous years:** this year the fly-in starts on Saturday (potluck) and runs through Sunday (fly-outs, banquet).

EAA Chapter 105 "Breakfast at the Aileron Cafe" " Saturday September 7 (first Saturday of every month) at Twin Oaks Airpark, 8:00 am.

Oregon State EAA Round Robin Fly-In

by Randall Henderson

If you are an EAA chapter member you probably know about the State EAA Robin Fly-in which was held the weekend of July 20. I wasn't planning on going, but the previous few weeks had been pretty stressful at work as I was wrapping up a big project there. I decided that since the project was to ship on Friday, a weekend of flying and fun was just the ticket to unwind. Am I glad I -did!

By the time I decided to go, all of the RVs that were going were full up, and Ken was using his RV-6 that weekend, so I had to settle for borrowing my bosses Cessna 182. (Life's rough, isn't it?) The RV crew (Evart Ayres

and Chris Lund in Evart's RV-6, Dennis Jackson and Robert Donatz in Dennis's RV-4, and Don "The Duck" Wentz and Rion Bourgeois in Don's RV-6) was planning on leaving from Scappoose at around 2:00pm on Friday, but I had a stop to make at Redmond, so I elected to take off a bit early and see if I could join up with them later. As it turned out, I was late and so were they, and after a beautiful flight in clear skies, listening to these guys compare manifold pressure and cruise speeds over 122.75, I ended up landing in Ontario about 5 minutes after they did.

After checking in at the hotel we made it back to the airport just in time for the Barbecue. Boy those Ontario folks sure know how to put on a dinner! They have this trailerable grill contraption that had Rion foaming at the mouth - built-in sink, huge gas grill, cleverly engineered convection vent system... and the food — BBQ Beef sandwiches, chicken, "river taters", coleslaw, and strawberry shortcake - was really great.

Saturday morning we arrived at the airport and found that Bill Benedict had flown in in the red factory demonstrator. We lined up for breakfast (as good as the dinner the night before), and then moved into the clubhouse for the State EAA meeting. This was the first such meeting that I've attended, and it was quite an eye-opener for me. Apparently ours is the only state that has an "umbrella" EAA organization, and the advantages are many. As a state organization we are eligible for a seat on the Oregon Aviation Alliance, an organization that includes representatives from such entities as the Port of Portland, the Oregon Aeronautics Division, the AOPA, and many others. One of the big wins for the state EAA was the recent passage of HB 1113, the airport protection act. State EAA President Gordon Clappison was instrumental in getting this bill on the books, and it promises to be landmark legislation in terms of protecting our airports from encroachment and anti-airport factions. Near the end of the meeting, Gordon handed the gavel over to the new President, our own Rion Bourgeois. At Rion's suggestion, we established perpetual trophies for the EAA chapter that flies the most Young Eagles per capita per year, and also the individual who files the most Y.E.'s. We also reestablished the perpetual plaque commemorating the chapters that host the Round Robin Fly-in.

The meeting was abruptly suspended when someone came in and announced that the Vampire jet was about to fire up. Curious, we all headed out there just as he fired off the charge — these things use a form of explosive in a shell to get the turbines going, and it makes a terrific "whoosh" and black smoke shoots out the top like a steam locomotive. The pilot treated us to a few high speed flybys and impressive pull-ups, but no aerobatics.

We returned to the clubhouse for a couple of interesting seminars — one on flying the Idaho backcountry strips, and one on aerobatics. There were a lot of questions from RVers interested in doing one or the other, and it

was pretty neat to reconfirm that the RV is a good platform for both of these very different types of flying.

Next we had to make a decision: flour bombing and spot landing contests, or a trip over to the Kitfox factory in Nampa, Idaho. I suggested we go over and flour bomb the Kitfox factory, but was quickly overruled. We decided to take off, drop the bombs on the target, then head over to Nampa, but by the time we got going there wasn't enough time for the trip. The flour bombing was a blast though! I decided to hang out on the ground and watch, as plane after plane came over and attempted to hit the target, a plastic barrel.

The hard deck was supposed to be 200', but most people seemed to have their altimeters set to some other station - there were some really low fliers! Don Wentz flew with Rion Bourgeois as bombardier (he tied a string to the 'bomb' and threaded it through the flap actuator hole, to hang on to it until over the target - see picture).



Dennis Jackson flew with Robert Donatz as bombardier. Dennis and Robert got pretty close but didn't win. Don and Rion - well, they get credit for at least managing to hit the ground with the things.

The RV crew (and one C-182) were ready to take off then, and I, having gotten all jazzed about a place called Red's Horse Ranch that one of the bush flying guys had been talking about, wanted to go in there on the way back. This is a very remote strip in the middle of the Wallowa mountains, and although not particularly difficult as mountain strips go, is still somewhat unusual, so I got the lowdown from the "bush" pilots before we left. No one in the PDX RV crew wanted to land there but all of them wanted to watch and see if I would make it, so they throttled back and lugged on up there with me. Rion was interested in Red's as well so he bailed on Don Wentz and rode shotgun with me. The landing at Red's was uneventful, except for a busted belly strobe, casualty of a rock on the runway I'm guessing. But we were both very glad we went there. This is a really beautiful spot, and there is a guest lodge at nearby Minam, where you can stay overnight in cabins, rent horses, or just get a meal and go hiking and fishing. The only way in to Red's and Minam is by air or horseback, so this is a particularly special place for flyers. Red's is shown on the

map as private but is open to the public, although you should at least talk to someone experienced in flying in there before going in, as there is no information published and it does have its particular quirks.

We spent a couple of hours walking around the area and waiting for it to cool off (density altitude y'know), then we took off and headed west. The RV crew was long gone, but when we checked on 122.75 we found Bill Benedict on his way back. He had had a flat tire at Ontario which delayed his departure, so he was only about 15 minutes ahead and to the south of us.

All in all a great trip, even though I never did set foot in an RV the whole time.

First Flight Reports

Last month I reported two first flights. Here are the first-hand reports from the builder/pilots — Ed.

Butch Walters. RV-6

N130RN First Flight May 27 - Memorial day. Began construction Late July, about 30% of work was done by previous owner. O320-E3D with Sensenich metal prop. Imron Paint. Omdorff upholstery. This is my third attempt to finish an RV over the past 13 years. Two previous RV-4s I finished all but firewall forward. One of these was Gary Standley's which was pretty well along when I got it. The first one was a kit from the factory. So. don't give up folks. Most of you will never spend 13 years & three tries. But it's worth it if you have to! -Butch Walters

Bill Drake, RV-6

On Jan 15th 1990 the first phase of plans #20921 was going to start after picking up the empennage kit. However, construction did not begin until Feb. of 1991 because the decision to finish the inside of the hangar made more sense.

When the project did get underway, a technical question came up, so off to North Plains for parts and answers. Guess who was behind the counter when I walked through the door? Yes it was Van, the man who designed this great machine. Embarrassed, I asked him about the simple problem I had run into and how I thought it should be resolved. I'll never forget his answer: "Well, you can do it that way if you want, it *might* work, but I recommend you follow the plans.

My first lesson on my first homebuilt, was to go back home and follow the instructions and carefully review the plans.

It paid off on April 28th 1996, five years and two months after starting.

The first flight was without a doubt one of the biggest thrill of my life. My confidence level was fairly good, but

for the first time in an RV-6 without Mike Seager sitting in the right seat did make it feel a little strange.

Weil here I was sitting at the east end of Parkside Airpark runway in Battleground, WA, doing the run-up checks with too many neighbors watching, when I decided there was little chance of backing down now. After full power the darn thing jumped off the runway after about a 150-200 foot ground roll, and climbed like nothing I've ever seen before. My neighbor Harry Belisle acted as chase plane in his Debonair. I only stayed up for twenty minutes and landed at Scappoose with the best one out of 21 since. I now have 18 hours on it and have 7 more to go before the FAA will let me leave a 50 mile radius of Scappoose.

The plane is painted all white with Imron, blue striping to follow. The engine is Lycoming O-360 A1A with Hartzell C/S Prop, and I installed a Bendix fuel injection system.

The only squawks on the airframe are a slightly heavy right wing, a need for some right rudder trim, and a little too rich @idle RPM. Looks like 185kts @8500', 22" MP and 2500 RPM according to my GPS and Air Traffic Control, but I won't believe that until further tests are made.

It has been a great project and Van deserves a lot of credit for designing a plane that's easy to build if you follow the instructions.

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20 Years ago in the RVator....

Well I guess it is true what someone once told me — that real airplane builders eat gas and sit on nails.... read on, this is from the June 96 issue of the RVator.

Hand Rivet Squeezer- A "Handy" tool.

I recently had the opportunity to use a hand rivet squeezer, the type advertised by AIR WORLD, U.S. INDUSTRIAL TOOLS & SUPPLY CO., and found it to be very useful in certain areas of RV-3 construction. With this tool, you can dimple skins and set rivets within about 1 1/2 inches of an edge. So, it can be used for spars, etc.. The beauty of it is that it does a perfect job of dimpling and setting the rivets, and is in fact fun to use. The cost including a variety of dimpling and riveting

First Flights

John Peaslee flew his RV-4 on Saturday July 27th. I missed the event, but apparently all went well. I stopped by his hangar on Sunday to offer my congratulations and found him tinkering with the wire wrap in the engine compartment. This was the first time I'd seen his airplane, and it is beautiful. It's unpainted and un-polished, so you could see all of the flaws - if there were any! This is a fine example of craftsmanship, my hat's off to John. Hopefully we will have a meeting at his hangar soon.

Group member **Walt Cannon** lives in Seattle, which means that up until recently he wasn't a "local". He recently flew his RV-6 which means he's about 45 minutes away by RV. Local enough for me! He sent the following report:

sets is about \$70-75. This may seem a bit steep on top of all the other tools you need, but by re-selling it at the end of your project the cost of using it wouldn't be too bad. It isn't a necessary tool, but thought you might like to know about it.

/ talked to Van about this, and yes, it's true, he didn't use anything like an Avery arbor, much less a hand or pneumatic squeezer. In those days they just used ~~stone knives and bearskins~~ a rivet gun, a rivet, and a bucking bar with a machine countersunk hole in it to dimple holes (no dimple dies). Man us new builders have it soooo easy.... — Ed.

Builder'3 Tips . . . Thanks to all who share them with us!

Don't Throw Out That Busted Tape Measure!

One day while measuring the space for Van's mezzanine (to store the now-mentionable fast-build kits) I overextended my 25' tape measure and broke the tip off. I was going to toss it out but have since found many uses for the pieces:

1. The beginning of the spring portion makes an excellent chip chaser - very thin spring steel with a T-head
2. Snap off 16" sections to use for measuring - just ignore the foot markings, place arms length apart throughout your ship! The absence of the standard tip enables you to make more accurate inside measurements.
3. I used sections of the tape to act as ramps for the leading edge wing skins under the lower skins and then scribed the cut. Without these ramps they just wanted to butt, not pass underneath.
4. The fuselage requires many lines drawn between pilot holes. It's much faster to not have to remove clecoes in order to draw the lines. Take a two foot section of tape measure and slide it under the clecoes, bending the excess tape out of the way. The contractor's grade tapes I use (1" Stanley) are surprisingly straight. It seemed that when using a piece of 3/4"x3/4" it was never the right length and there was always one more clecoe to remove first.

Just a short note to update my status on the mailing list and provide some input for the project section of the newsletter. I made the first flight of my RV-6 N36WC at Boeing field in Seattle on Sat. 6/29/96. I wasn't real excited about making the first flight from an airport in such a built up area, but that's where my hanger is and the effort to move the plane else where seemed like too much work. I coordinated with the tower to remain in the pattern and below the Class B airspace at 1500 feet. All of the high speed taxi testing was complete and the sucker just seemed ready to fly. Things went just as we dream about, absolutely no problems during the initial 15 minute flight and a sweet early morning glass smooth landing at the end. I flew it twice more that day and now have 12 hours after about 1 week. No problems with the exception of a little judicious tweaking of an aileron trailing edge. I haven't completely documented the performance, but with the O-360 and a constant speed prop the climb is fantastic and the top end with all fairings in place is over 200 MPH. It flies nice smooth aileron rolls and my loops will improve the more I do. I urge the people who are building away to keep at it. It's worth the effort!!!!

Project Status

We have a couple of RV-8 builders now — **John Porter** picked up tail kit number 2 in June, and **Ken Scott** has started one as well. Ken tells me he plans to build the airframe and then sell it. Yeah right. I seem to remember him once telling me that as soon as he got his -6 done he was going to sell that.....

Dan Benua has his RV-6A fuselage out of the jig and is installing rudder pedals, control stick, turtle-deck, etc. etc. He's *pulled ahead of me now, but we'll just see if I can catch him again. Curse you Dan Benua!* — Ed.

Two weeks ago **Brent Olghren** had his RV-6A firewall and fuselage bulkheads all built up but nothing in the jig.... today he has it all in the jig, the floorboards are fitted and drilled, and almost all of the skins drilled on! HoWd he do it? Took a week off and hired Doug Stenger to come over and help. *Hmmm... I'll bet I just might be able to catch up with Dan Benua that way* — Ed.

The Tool Exchange

The new toolmeister is Brent Olghren, 288-8197. Let him know if you have jigs, tools, shop space, etc. to loan, exchange, or otherwise provide — at NO COST, 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.

Cutting wheel mandrel, custom made by Stan VanGrunsven to use for cutting your canopy. Knob on the outside makes it much easier to hold steady and not screw up that expensive piece of Plexiglas. Mike Seager currently has one of them, I have the other. I also have some graduated diameter screw dimple dies that Stan made - useful for dimpling the tight spaces in the wing spar aft of the fuel tanks. Randall Henderson 297-5045.

Joggle tool. Rion Bourgeois. 646-8763

PropTach (optical electronic tach, use to calibrate your tachometer) (who had this?)

Engine Stand - Don Wentz 696-7185

Engine Hoist. Norm Rainey

Aileron bracket locator tool. Adjustable aileron push-pull tube (for measuring the exact length to cut the real ones). Randall Henderson 297-5045

Precision chemical scale, for measuring pro-seal. Brent Anderson, 646-6380. Surveyor's transit

level — handy way to level wing and fuselage jigs. Bill Kenny, 590-801 1

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. Doug Stenger, 324-6993 (Table saw taper jig, for tapering wing spar flange strips. Carl Weston 649-8830.

Don't Want Ads

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

For sale: RV-4 empennage and wing kits. Empennage completed, wing 50% completed (Phlogiston spars). \$2300.00 Call Jim at 503-629-9867 8/96

For Sale: 1/5 share of '65 Citabria 7ECA - O-200, Mode C, hangared @ HIO, \$2000. \$29/month hangar rent, \$18/hr wet. Inexpensive, fun plane. Chris 657-441 2w, 235-9891wa/96

New RV builder in need of tools. Please write with list of tools available and prices. Rich Anthes, 2541 Richer! Ave. ClovisCA 93611

For Sale: 2 1/2" yoke for Tatco squeezer \$50. Back rivet plate \$30. Randall Henderson 297-5045 7/96 Wanted: used

14v electric attitude gyro. John Anderson - Summer 208-558-7475. Winter 702-294-0853. 5/96

For sale: Landol 35 amp lite weight alternator with Lycoming mount & voltage reg. New, never used \$75. Butch Walters (360) 636-2483 5/96

Trade: especially nice Bakeng Duce (Sport Aviation, Apr. 1995, pg 108) for equally nice RV3 or RV4. Please call Paul at (517)644-2451 4/96

RV-4 Wings Available. Newly constructed wings include one-piece top skins, extended range fuel tanks (38 gallons), and foam-reinforced wing tips. Subassemblies for other RV models available. Art Chard 647-9803. 4/96

Mechanically experienced party interested in helping you put your RV kit together. George Ganoung 691-1694 3/96 *Wanted:*

Apollo FlyBuddy GPS. Don Wentz 696-7185

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

"Home Wing" Newsletter Subscription/Renewal

Please fill out and mail to **Randall Henderson, 7233 SW Benz Park Court, Portland OR 97225-3201**, along with \$10 for renewals or new subscriptions. If you are renewing, you only need to give your name, date, payment method, and any other information that has changed. Use this form for address changes too.

Name _____ Spouse's Name _____

Address _____ Home Phone _____

City, State, Zip _____ Work Phone _____

Pmt (\$10/yr) Check_ Cash_ Info change only _ E-mail Address.

Project (RV-3, 4, 6, 6A) _____ Comments?

Progress:

Tail In Progress _ Finished _

Wings In Progress _ Finished _

Fuselage In Progress _ Finished _

Finish In Progress_ Finished (i.e. flying) _