

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

OCTOBER MEETING

The October meeting was held at John Peaslee's hangar on the Hillsboro Airport. Several planes showed up for us to look at, and the food provided was great!

We voted on the tool wish list, and agreed to purchase the following items:

- Hole Template for Instrument Panel
- Wire Crimping Tool and Die Tune-up and Annual Equipment
- Compression Check
- Mag Tinning Light Timing
- Dial Mag Adjustment Tool
- Plug Capper
- High Voltage Cable Tester
- AM Test Alternator Ripple Tester
- Plug Vibrator cleaner
- Brake Lining Rivet Set Tool

Brent Ohlgren will be buying the above tools - watch "The Tool Exchange" for their availability as he makes the purchases. We voted against buying an Instrument Panel Punch. Also up for future consideration are a paint sprayer and scales.

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

Place: Frank Justice's Home
9725 SW 163rd Ave; Beaverton
Date: November 14 (2nd Thursday of the month)
Time: 7:00 pm

Well, I didn't think I would be doing this again, but thanks to Intel and their insatiable desire for my body and soul the RV-6A is not finished yet and I can have another meeting at my place. This one should be worthwhile for anyone who hasn't finished building yet. My

fuselage is complete but everything is still out in the open where you can see things like the engine installation, the wing attach, the fuel and vent plumbing, the Navaid wing-leveler, etc.

The date is November 14 starting at 7:00PM. The address is 9725 SW 163rd Ave, Beaverton. The easiest way to find it is from the south end of Murray Boulevard. If you are going south on Murray from the central Beaverton area look for Weir Road which is at a traffic light near the bottom of the only high hill you will go over on Murray. Turn right on Weir Road, if you are coming in on Scholl's Ferry Road and turn onto Murray, go past the shopping center, down the hill, then start up the high hill and turn left at the light. There is a large church on the corner of Murray and Weir Road. Go almost to the top of the hill on Weir and turn right on 160th Ave at the Bishop's Ridge sign on the stone wall. Go to the second street on the left (163rd Ave) and turn left. Go up the hill about 1 block and find us at the old Victorian lamp post on the right.

As always, remember to bring in any tools or other things you are ready to loan out, give away, or sell.

FROM THE "BIG MESS" Jerald
and Kathy Hall, Editors

Well, we made it through our induction as newsletter editors and meeting leader. Thanks to everyone for the encouragement and kind words. As of today, November 7th, our little riveter is yet to be born - I think she wanted to make sure the newsletter got out first! Jerald has been working hard on getting the wings finished - it's a race between them and the baby. Personally, I think the baby will win, but she does seem to be holding out on us. I just want to get the fuselage kit out of my family room, and into the garage. It looks like you'll get to meet her at the December meeting.

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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 the editor on your status would be appreciated too. *If you are paid up but the date doesn't reflect this, please give the Editors a call so they can correct it.*

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EVENTS CALENDAR

EAA Chapter 105 Monthly Meeting Thursday, November 21st (third Thursday of every month), 7:00 pm at the EAA 105 Hangar/Clubhouse, Twin Oaks Airpark.

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

THE HVLP MYSTERY

by David and Jeff Donaldson

Conventional spray guns and compressors were developed around the turn of the century and their design has changed little since. Conventional spray guns provide excellent control of the paint that reaches the surface, but they are only 20 to 30% efficient. This means that over half of the material you're spraying is wasted.

HVLP (high volume/low pressure) spray guns were developed more than 30 years ago and are 65 to 90% efficient. HVLP guns can work with either compressed air or continuous air supplied by a turbine. The turbine model warms and dries the air, which speeds curing time and helps reduce moisture.

A compressor will generate more pressure at the gun than the turbine. This means more paint being deposited on the surface at a faster rate (you need to use a pressure regulator at the gun and an in-line separator).

There are two types of HVLP guns. The first looks like the conventional spray gun with the pressure canister on the bottom. This type can also be used with a satellite pressure pot. The second is a "gravity feed" which has the canister on the top.

We prefer the compressor (we already have one) gravity system. We like the Sinks M1-G gravity feed spray gun because we can mix 4, 6, 8 oz or a pint of primer and the gun will extract all but the smell. The cleaning process requires a few seconds and a small amount of thinner.

BUILDER'S TIPS

... Thanks to all who share them with us!

RV-4 Canopy & C404 Skirts

by Mike Wilson

Here are some tips I have learned from experience and provided by other builders. Also included is a solution to a problem I ran into while fitting the C404 canopy skirt skins.

Canopy Bubble Tips:

- The most important Tip I have learned in this project perhaps goes without saying. If you're not sure how to do something, find a way to practice on scraps before going after the real thing. By the time you get to the canopy you should have plenty of scrap stuff laying around. Learned in experience 101.
- Some builders have experienced cracking during this process. That's cracking of plastic, not a mental breakdown. Although a cracked canopy could cause a serious attitude problem. Be sure ambient temp, is above 70degF before cutting or drilling bubble. I had my garage at 80degF+.
- After fitting canopy frame to fuse, begin trimming bubble to frame/fuse assembly. Brent Anderson recommended placing the bubble upside down on a couple of garbage bags full of Styrofoam packaging popcorn This will help stabilize the canopy while you cut. Also a good idea to have someone help if possible. Thanks Brent
- I used a die grinder with a 3/32 cutoff wheel to cut bubble, it works great. Trim a little at a time!!! First "a little" to get used to technique, then "just a little more" to be sure you don't cut too much. Initially it seems large cuts yield little progress. Caution!!!, small cuts make huge differences when fit gets close.
- Once bubble fits the frame, use straps (same as on wing skins) to secure canopy bubble for drilling. Mark hole spacing as outlined in plans (about 3" spacing), then mark extra holes at about 9" spacing in between those planned for final assembly. The in-between (9") holes will allow the bubble to be secured to frame while the skins are fitted.
- Caution!!! If drill bit bites too quickly, it will crack the plastic. If your drill will not go slow and stop easy/quickly, grind drill bit dull so it will not bite plastic but will grind its way through the plastic.
- Secure bubble to frame on 9" center holes with 4-40 CSS. Requires a 7/64 drilled hole in the frame tube and a 4-40 tap (<\$5.00 @ True Value). Drill plastic to 1/8" and counter sink so screw will fit through and flush to plastic. The screws will hold the bubble well enough while the skin is fitted and drilled. Thanks again Brent
- To mark hole spacing for skins, I placed wide masking tape around the lower edge of the bubble (to mark hole spacing). You will need to mark hole spacing and a ref-

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erence some distance up from the frame tube so it can be drilled on center while blind with skin in place. I used a piece of 3/4 x .063 angle on its side (rule will work too). Align to center of canopy tubing and place mark above skin edge. When drilling skins use this mark to transpose the drill point to the skin and you should hit the tube dead center. Practice on scraps first!

Fitting C404 Skins Tips:

- The C404 skins will need a lip bent on the upper edge to meet flush with the bubble. The easiest method for this is to use the special Avery roller tool (see catalog). The bend varies through the length of the canopy. I made gauges out of scrap pieces (2"x6" strips of .025) by bending each strip gauge to a different angle (i.e. 1-forward fit, 2-midsection fit and 3-rear fit). I used these to approximate the bend through the full length of the C404. This lip can be adjusted as skin is drilled in place.

- Caution!!! C404 edge must be clean and straight before using Avery tool! If not, tool will follow the edge and imperfections (like metal snip marks) may result in a slight discontinuity which could lead to oil canning caused by changing stress at these points. This tip from experience.

- Position C404 skin on the canopy and drill to frame at regular rivet spacing. Use 3/32" drill and drill very slowly (don't crack plastic).

Problem I had:

- I drilled one skin in place starting at the midsection and working fwd and aft simultaneously. I drilled the other skin starting at the front and worked back. Not sure which is better, but I ended up with some problems. All looked good from fwd canopy back to rear of canopy frame (even with F407). However, the rear most section of the skins (behind F407): a) did not line up on the canopy correctly and b) did not meet evenly at the tail of the canopy.

- I fixed this by creating a third tail skirt skin. This new piece allowed me to trim away the section of C404 which was not lining up. At first the new piece was spliced about 12" fwd of canopy tail. This works well if you have some scrap sheet laying around. I did not like the way it looked and asked Don Wentz to take a look. He pointed out that a more natural break would be at the rear of the canopy frame (i.e. at F407). So that's what I did, I made the new piece splice into original c404 at the canopy frame (just fwd of F407). This provides a solid point to attach both fwd and aft pieces and presents a clean look since the fuse already has a skin break at F407. I simply continued the fuse line up through the canopy. Thanks, Don

One point to make here. If you decide to make a new tail piece as I did, you will need access to a metal edge shrinker to shrink the skin up behind the canopy up close to the fuse. Check for availability of this tool before you cut your C404s!

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I'm sure there are other approaches and other good tips out there.

Have Fun... jmw

Checking for Exhaust Leaks

by Don Wentz

During my last annual I thought I might have a leak around an exhaust gasket, at the head. Not knowing any better, I assumed I would need to replace the gasket. When shopping for one, a mechanic told me that the type I was using should last 10 years or more, especially if the plane is flown often.

Telling him I thought it was leaking, he told me how to check it. Stick a vacuum hose in the pipe, with the other end hooked to the exhaust port on the vacuum, to blow air into the pipe. Then use soapy water or 409 to look for bubbles. I didn't have a suitable vacuum, but my "Monokote" modeler's heatgun worked great. I stuffed it in the pipe, turned it on, and squirted 409 on the pipe to head joint. No bubbles, at all. Concerned that there wasn't enough pressure, I loosened the nuts slowly. Eventually I had bubbles all over the place, but they disappeared when I tightened the nuts back up. While I was at it I checked the rest of the pipes. The only leaks were very small ones at the slip joints; even the 'ball' joints in the Vetterman exhausts were airtight.

So there you have a simple method to check your exhausts for leaks. Frankly, I was very surprised that they would seal that well, but they do!

The Duck

HANGAR HUMOR

Compliments of Gary VanRemortel

In some foreign country a priest, a lawyer and an RV builder are about to be guillotined for various crimes against the people.

The priest puts his head on the block, they pull the rope and nothing happens-he declares that he's been saved by divine intervention - so he's let go.

The lawyer is put on the block, and again the blade fails to drop-he claims he can't be executed twice for the same crime-and he is also set free.

They grab the RV builder and shove his head into the guillotine, he looks up at the release mechanism and says, "Wait a minute, I see the problem...."

And so it goes, Happy building everyone!

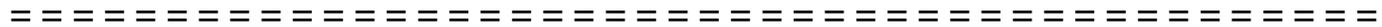
RV BUILDERS' YELLER PAGES

The following yellow pages were provided by Gary VanRemortel. Thanks, Gary! This is a lot of work that will be very helpful to have around. If anyone has additions or changes, contact Gary at vanremog@ao! com.

AIRCRAFT SPRUCE	800-824-1930	714-870-7551 EXPERIMENTAL AIRCRAFT
AIRCRAFT TOOL SUPPLY	800-248-0638	SUPPLIES 517-739-1447 PLANE BUILDER'S TOOL
AM-SAFE	602-233-2802	KITS
ANGEL FLIGHT	310-390-2958	SAFETY HARNESSSES
APM-HEXSEAL	201-569-5700	MEDICAL TRANSPORT NETWORK
AUA	800-727-3823	SEALING HEAD SCREWS
AUSTIN HARDWARE	800-648-1150	AIRCRAFT INSURANCE
AVEMCO	800-276-5207	702-359-3031 GLARESHIELD EDGE & MISC HDWR
AVERY ENTERPRISES	817-439-8400	AIRCRAFT INSURANCE
AVIATION DEV CORP	800-944-3011	SHEET METAL AND MISC PRODUCTS
AVIATION PRODUCTS	805-646-6042	206-546-3011 REMOTE OIL FILTER
BARNARD AIRCRAFT COMP	916-676-5601	TAILWHEELASSYS FAST BUILD RV WING KITS=20
BARRY CONTROLS	818-843-1000	ENGINE ISOLATOR MOUNTS
B&C SPECIALTY PRODUCTS	316-283-8000	ALTERNATORS/STARTERS AND ELEC
B&F AIRCRAFT SUPPLY	312-422-3220	AIRCRAFT BUILDING SUPPLIES
BOEING SURPLUS	206-393-4060	SURPLUS AIRCRAFT TOOLS AND SUPPLIES
CABLECRAFT	206-475-1080	THROTTLE/MIX/PROP/MISC CONTROL CABLES
CARLINGSWITCH	800-243-8556	203-793-9281 VARIOUS PANEL SWITCHES
CHIEF AIRCRAFT	800-447-3408	541-476-6605 AIRCRAFT SUPPLIES
CLEVELAND TOOLS	800-368-1822	515-432-6794 AIRCRAFT TOOLS
COPPER ISLAND AVIATION	604-675-4428	RV FLOAT KIT DEVELOPER
COURTAULD'S AEROSPACE	800-332-7686	PRIMERS, COATINGS, SEALANTS
D&D AIRCRAFT SUPPLY	800-468-8000	603-926-8881 AIRCRAFT HARDWARE
DUCKWORKS (DON WENTZ)	503-543-2298	RV LANDING LIGHT KITS
DYNAMIC PROP BALANCING	800-562-7746	PROP BALANCING
EAR COMPOSITES	317-692-1111	NOISE CONTROL PRODUCTS
EASY PUBLISHING	505-865-3466	16 YEARS OF THE RVATOR
ELECTRONICS INTL	503-628-9113	DIGITAL GAUGES
EXPAIRCRAFT ASSN	414-426-4800	OUR GREAT ORGANIZATION
FAA AIRCRAFT REGISTRY	405-954-4206	REGISTRATION NUMBERS
FASTENING HDWR SUPPLY	716-681-1675	STAINLESS AND OTHER FASTENERS
CARLFICH	360-699-1800	COMPLETED RV FUEL TANKS
STEVE FREYENG	610-692-3553	RV FUSELAGE JIGS
GENUINE AIRCRAFT HDWR	805-239-3169	AIRCRAFT FASTENERS
WARREN GRETZ	303-770-3811	HEATED PITOT TUBE MTG BRKTS
JOHN HAEHN	307-367-6522	RV4 SLIDING CANOPY KITS
HARBOR FREIGHT TOOLS	800-423-2567	805-445-4791 JUST TOOLS CHEAP
HOOKER HARNESS	815-233-5478	SAFETY HARNESSSES
HORIZON INSTRUMENTS	800-541-8128	GRAPHIC INSTRUMENTS
J.C. AERO SUPPLY	707-452-8041	AIRCRAFT FASTENERS
J.P. INSTRUMENTS	714-557-5434	SMALL DIGITAL INSTRUMENTS
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RICH KLEE	916-863-1927	LANDING LIGHT BLINKER
LANDOLL	405-392-3847	STARTERS, DAMPERS, ALTERNATORS 4

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 MOUNTAIN HIGH EQUIP 800-468-8185
 NATIONAL HOSE 713-920-2030
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 OIL ANALYSIS 918-492-5844
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 SOFTCOM 800-255-2660
 TEMPERFOAM 402-470-2346
 TEXTRON LYCOMING 717-327-7278
 TPS AVIATION 510-475-1010
 USHER INDUSTRIES 503-647-0015
 UNITED PLASTICS CORP 800-537-9724
 U.S. TOOL 800-521-7394
 VAN'S AIRCRAFT 503-647-5117
 VARGA ENTERPRISES 800-966-6936
 VETTERMAN HIGH COUNTRY 303-932-0561
 VISION MICROSYSTEMS 360-398-1833
 WHELEN ENG 203-526-9504
 WICKS AIRCRAFT 800-221-9425
 WAG AERO 800-558-6868
 THE YARD 800-888-8991

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 SERVOS AND STICK GRIPS
 ENGINE SERVICE
 PULSE DEMAND OXYGEN SYSTEMS
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 TRACKING SINGLE AXIS AUTOPILOT
 AIRCRAFT HARDWARE
 ENGINE OIL ANALYSIS KITS
 FASTENERS AND TOOLS
 RV LANDING LIGHT KITS
 COCKPIT COMFORT ITEMS
 RV VIDEOS, SEATS AND MISC
 MR. LYCOMING
 OEM CARBURETORS
 KIT AVIONICS
 BLADDER BUSTER RV WING TANKS
 STAINLESS FITTINGS
 HEAT MUFFS
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 810-635-8724 RV ROLLING TOWBARS
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 941-324-7979 LIGHT WEIGHT STARTERS
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 AIRCRAFT ALARM SYSTEMS
 RV SUBASSY BUILDER
 602-917-2328 HEADSETS AND INTERCOMS
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 313-455-3388 BUI LDER'S TOOL KITS
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 RV EXHAUST SYSTEMS
 DIGITAL ENGINE MONITORS
 AIRCRAFT LIGHTING SYSTEMS
 618-654-7447 EXPERIMENTAL AIRCRAFT SUPPLIES
 414-763-9586 AIRCRAFT SUPPLIES
 TOOLS



FIRST FLIGHTS/STATUS REPORTS

William Drake, RV-6 - currently has 30+ hours of flight time.

THE TOOL EXCHANGE

The new toolmeister is Brent Ohlgren, 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 503-297-5045.

Joggle tool. Rion Bourgeois. 646-8763

PropTach (optical electronic tach, use to calibrate your tachometer) - Butch Walters had it last - 360-636-2483

Engine Stand ~ Don Wentz 503-696-7185

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 503-297-5045

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.

WANTED Ads are FREE.

Volunteers: For all of you RVers out there, as you may know, we are rebuilding the original RV-3 for donation to the EAA museum this summer. Gary Standley has it in his garage, and with some occasional help, has gotten a long way on it. But he NEEDS HELP. Now that summer is over, we need some able bodies to spend some time working on the fuselage to get it finished. One or two ramrods that would organize helpers would be great as well. Contact Don Wentz (696-71 85) or Gary 10/96

New RV builder in need of tools. Please write with list of tools available and prices. Rich Anthes, 2541 Richer! Ave. ClovisCA93611 9/96

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FORSALE/ RENT Ads are *FREE*.

25 AH Gel Cell Batteries (used) - Free for the asking. Gary Dunfee. 631-7262. 11/96

New left & right slick mags - \$400 obo. RV-6 bottom cowl (std) - make offer. Wing tip lens kit - \$10. KX-99 handheld linear amp and Flitecomm intercom - \$500. Butch Walters 360-636-2483 70/96

Blaisdell Saw, at SE 42nd & Division, has used, sharpened #30 & #40 bits, 12" long with the quick release for \$2.25. Kevin Lane. 70/96

Finished tail kit (with all the fiberglass work done and primered), and the wing kit which has the spars done. Excellent workmanship. Includes set of plans. Asking \$4,150 for both FOB Eugene. Wally Anderson 541-683-2328(w) or 541-342-5240(h) 70/96

EGT CHT instrument with single probes for \$50, a dual gauge for \$30, and a compass for \$20. Wally Anderson 541-683-2328(w)or541-342-5240(h) 70/96

Hangar space at HIO, suitable for a small airplane, RV would be best. Must fit with RV-4 and TriPacer already there. \$95/month (might be less if I get the wrecked airplane back and store it in the back) Ken Scott 648-1594h, 647-5117w 9/96

RV-6/6A Empennage & Wing kit. Prepunched, wing spars finished, \$2300. Gary, (503) 293-5648. 9/96 2 1/2"

yoke for Tatco squeezer \$50. Randall Henderson 297-5045 7/96

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

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"Home Wing" Newsletter Subscription/Renewal

Please fill out and mail to **Jerald & Kathy Hall, 32034 J.P. West Rd., Scappoose, OR 97056-2600**, along with \$10 for renewals or new subscriptions. Please make checks payable to Kathy Hall. 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 <input type="checkbox"/> Cash <input type="checkbox"/> Info change only <input type="checkbox"/>	E-mail Address.
Project (RV-3, 4, 6, 6A, 8) _____	Comments?__
Progress:	_____
Tail In Progress <input type="checkbox"/> Finished <input type="checkbox"/>	_____
Wings In Progress <input type="checkbox"/> Finished <input type="checkbox"/>	_____
fuselage In Progress <input type="checkbox"/> Finished <input type="checkbox"/>	_____
Finish In Progress <input type="checkbox"/> Finished (i.e. flying) <input type="checkbox"/>	_____