

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



August Meeting

The August meeting was at my (Randall Henderson's) place, where I had just pulled my RV-6 fuselage out of the jig. Jeanne and I really enjoyed hosting the meeting, and were pleased that the weather was cooperative as that little garage can get pretty cramped, even with all the extensions I've tacked on to it.

The meeting proper was held outside due to the nice summer evening weather. Topics for discussion included Oshkosh -- Chris Lund, Carl Hay, and Don and Janet Wentz were among those who attended, and they had lots of stories to tell! Mike McGee brought up the fact that the National Test Pilot School in Mojave, CA has announced several new classes specifically tailored to homebuilts. New member Shaun Maki recommended a book, "Fly Idaho", to anyone who is interested in mountain flying those backcountry strips. Shaun also told us a little about how John Peaslee's first flight went in his RV-4.

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

Place: Kevin Lane's
1818 SE Elliott, Portland
Date: September 12 (2nd Thursday of the month)
Time: 7:00 pm
Phone: (503) 233-1818

The next meeting will be held on Thursday, September 12, starting at 7:00. Kevin Lane will be our host this time. Kevin is working on the fuselage of his RV-6 and has been working to increase his headroom so as to avoid headaches on bumpy days. He also promised to show how he dimples his skins with a laser beam and sledge hammer as an indication that he is using all the latest technology.

Kevin's place is in the Ladd's Addition section of East Portland. To get there, take the OMSI exit from I-5 and continue eastbound on SE Belmont to SE 20th. Turn right on 20th and go south about 8 blocks to SE Hawthorne where SE Elliott also intersects. Turn right behind

the 7-11 onto SE Elliott and go one block (southwest) to number 1818, which is a green bungalow with a large yard.

Note that the rotary in the center of Ladd's Addition splits eight streets into two segments; Kevin is on the north-east segment of SE Elliott.

From the "Big Ugly"

Randall Henderson, Editor

More than one person has come up to me at a meeting and said, "Randall, you missed your calling." The truth is, I am kind of the "black sheep" of the family. My father was a journalist in his earlier days, my mother a free-lance writer for as long as I can remember, one sister is a professional writer with countless magazine articles and a couple of books to her name, and the other three have all been published at one time or another.

So here I am, in the middle of a family of writers, and what do I go and do? Take up computer programming! But seeing as how I do come from a family of writers, this stint as newsletter editor has been a great outlet for whatever latent writer's genes I have lurking around in my DNA.

So it is with no small measure of sadness that I "hang up my pen" as it were, and pass the editorship on to the new editors, Jerald and Kathy Hall. But not to worry, I'm sure they will be worthy successors! And although I won't be editing the newsletter any longer, I have agreed to continue to contribute.

I want to thank everyone for their contributions and also their kind words about the job I've been doing -- I've enjoyed it a lot!

Top Ten List

Yes, it's been fun. But not ALL fun. Here then are the TOP TEN THINGS I WON'T MISS ABOUT BEING NEWSLETTER EDITOR

10. Having to balance the Builders Group checking account every month (like I ever did)

9. Having to attend all those stuffy Aviation Journalism Award Banquets.

- 8. Finding a pile of \$10 checks for subscriptions that I stuck in a corner and forgot about 6 months ago
- 7. Trying to remember how to spell names like Pseropelous, Schildknecht, Rosenzweig, Moentenich, and Bourgeois
- 6. Getting newsletters back in the mail, with "Postage Due" stamped on them. Picky picky picky!
- 5. Having to come up with a stupid top ten list every month
- 4. Having to worry about who I'm going to offend *this* month
- 3. Writing up everyone *else's* first flight reports
- 2. Listening to my little sister whine that she isn't on the "Home Wing" mailing list... I don't see an RV in *her* garage!
- 1. Having to work on the newsletter -- instead of my airplane

T-Shirts

The new run of 1996 Scappoose fly-in T-Shirts is done. At the Homecoming fly-in I managed to track down most of the people who had ordered them, but there are still a few with names on them (specifically Chris Lund, Dean and Mike Pseropelous, Jeff Raines, and Mike Bilinear). I do have some extras as well, in XL and XXL, @ \$13 each. I'll have em at the meeting.

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 Editor a call so he can correct it.*



EVENTS CALENDAR

EAA Chapter 105 Monthly Meeting Thursday September 19 (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 October 5 (first Saturday of every month) at Twin Oaks Airpark, 8:00 am.

EAA Chapter 31 Fly-In Breakfast Saturday September 21 at Creswell, Airport. Leonard Tarantola 360-482-2228



Oshkosh 1996

by Don Wentz

6:10 am Tuesday July 30, Janet and I lift-off from Scappoose and turn to the East. We raise Carl Hay on 122.75 and find that he and Chris Lund *did* get off at 6 as planned, and they are nearing the south side of Mt. Hood. The air is good and smooth so at full throttle I set off chasing Carl. Even though when we caught him we went blowing by (he was throttled back a little), it had taken 2.5 hours and to halfway between Boise and our first stop, Idaho Falls to catch him! The other 2 planes in our group that were going to meet us had gotten a late start, so they didn't catch us until we had finished a yummy breakfast at Idaho Falls. Boy is the last 50 miles into IF bleak! Huge lava flows and lotsa nuthin.

It had taken us 3:04 to get some 550 nm, so I'm sure we had some tailwind. We left there at 10:55, with our new flying partners Wally Anderson (RV-6) and co-pilot Doug Miller, and Jim & Kristy Schrock in their brand new RV-4. Doug is Wally's CFII so they were happy to do ALL the weather briefings and leading the flight for the balance of the trip. The rest of us were happy to follow along while "Daddy" (as we tagged Wally later) led us across the country. Right away we put them to the test as we crossed the Rockies over Jackson Hole. Our altitude was limited to around 7500 feet, but it was an easy flight through a couple of passes, with some great scenery. This was a good route, as the Rockies are very narrow there. 2:40 later we arrived in Rapid City, South Dakota. We had flown past some lightning and under some clouds along the way, but it was nice enough to fly over the Crazy Horse and Mt. Rushmore monuments on the way in.

We took a long lunch break and after cleaning the grasshoppers out of the planes, took off for Brookings, SD. This takeoff was quite exciting as a Citation Jet had left first, and the first wave of our 'formation' (always Wally and Jim) got caught in some fun air. Wally controlled the induced liftoff, skip, and steep climb, but it was a sight for the rest of us. By the time Carl and I got there, things were not as bad. It seemed like they had waited long enough, but evidently not.

We had considered going on to Mankato MN to meet John Morgan and Scott McDaniel from Van's, but were so tired by the time we left Rapid City that we decided on Brookings SD instead (I actually dozed off for awhile while Janet followed the flight!). The evening was beautiful, and Brookings airport was a real nice one (cheapest fuel of the trip - \$1.86). While tying down, a twin turbo prop United Express came in, taxied to the one room 'terminal', shut down one engine, kicked-out a passenger, fired-up that engine, and was gone. Talk about a schedule!

We had a great dinner, good night's sleep, and were off into some great skies, headed into Oshkosh -- or so we thought!!

Our standard formation take-off into still, clear, cool blue skies looked great, and we formed-up into our diamond 'traveling formation', enjoying the sight of 4 beautiful RVs in close proximity. This lasted about an hour.

Clouds began to gather, then became overcast, pushing us down below 2000 feet, so we landed at Winona MN to wait it out. Within about an hour, Oshkosh had changed from IFR to 3500 overcast, so off we went to take a look. Dodging the prolific towers under the overcast was interesting, but after one low area, it was a fairly easy run into Ripon, where we hit a big rain shower, making dodging the merging planes difficult as they disappeared into the slop. My landing was a lot better than my first time there, and there we were! Taxiing in we got held to one side while some T-38 Talons taxied by. They waved at us which made us realize that now we're part of the BIG show!

Carl garnered a sweet spot up front in row 12, near the driveway (we shamelessly allowed Carl to get us good parking spots and considerations the whole trip!). This year we all parked in the RV area, which was good as it was very close to the center of the action. Chris was the only one camping, and he had to go clear over in the woods and eke out a little spot. He had some fun neighbors over there, however. By the time we got all tied down and set for the night, so many folks had stopped by that we had sold two of the three boxes of lights that we had with us. "Great," said Janet, "now we have more space to fill on the way back!" We all piled into the car (all 8 of us!) and trundled off to dinner. Janet and I stayed in a house a little over a mile from the airport, with a real nice family, who basically vacated the place, showing up to make breakfast and give us a ride to the nearest gate. Three other pilots from PA were there as well. These guys knew surprisingly little about homebuilt aircraft, even though it was obvious that they go to Oshkosh every year. They were very impressed with our 'little homebuilt' that we had flown across country with, once they looked it up out in row 13.

Mostly the days consisted of hanging around the RVs, answering endless questions, meeting Duckworks customers and other acquaintances. At about 1pm each afternoon, we all went to Van's booth to spell some of them for a lunch break. They put in long days and hopefully a little break helped out. We all enjoyed 'working' the booth, and getting a feel for just how busy they are there.

Some of the gang attended some seminars, I guess the Rutan one was pretty interesting. Ran into Scott Rider and Bernie Pitts, each of whom had flown their Grumman 2 seaters out, and Marcy Lange, who was hanging-out with the Akrotech crew.

My big target was a good deal on a GPS. I ended up getting a Garmin GPS-90, for only \$570! With tax it was about \$600, which was \$100 less than the usual price. Janet figured out how to use it then showed me on the way home, and I really like it (did I mention what a great

copilot she is?). I even think I figured out how to mount it in the -6.

More next month....



The Demise of N207KS

by Ken Scott

It took me six years to build my airplane. I had plenty of time to imagine where it might take me and things that I might learn in it. I did not imagine that it would eventually be destroyed, while sitting in a locked hangar, by a driverless 1970 Chevrolet Impala.

But it was.

I was in Medford to see The Violinist. My friend Butch Milani generously lets me keep my airplane in his hangar while I'm there, and I always try to slip him a few tickets to the concerts at the Britt Festival. Just before I left for the concert grounds Butch called and said, "You better get down here. You won't believe this..." The fellow in the hangar across the taxiway had moved the car out of his hangar and left it idling while he moved his airplanes around. Somehow it "slipped into gear" and backed across the taxiway. It brushed aside the closed hangar door, smashed into the cowl of the RV-6, pushing it backwards into a military surplus steel desk. By the time the crunching noises stopped, both the desk and the crushed tail of the airplane had been driven several feet through the back hangar wall. The car was not insured for nearly enough to cover the damage to my RV-6, Butch's RV-4 and the hangar itself, so I called my insurance agent. Luckily, if you want to call it that, I carry hull insurance. Not that I have that much foresight...if it were up to me alone, I probably wouldn't have covered the hull at all. But when Steve began flying the airplane, he was willing to split the cost, so we bought the policy. We even increased the coverage 10K when Randall came on board last year -- the airplane was flying more, and split three ways the cost, even of increased coverage, was less. I will probably end up with some money, but not as much as if I had sold the airplane on the open market. Of course, when you commit to a project like building an airplane, you become a hostage to fortune. There is no way to get back the time and energy you put out. Six years of my spare time is gone --eight years if you count the time it would take me to build a replacement, should I decide to do so -- and there really is nobody to blame. I wish I had insured the thing for a little more, now. Money doesn't buy back the time spent in the past, but it does give you more options for the future.

Several people who have heard this story have remarked on my apparent lack of bitterness or anger. Chalk this up to experience, not a spiritual superiority. I have survived one airplane crash, one forced landing, and helped clean up after two fatal crashes. The lesson I have learned is you can always find another airplane.

Surprisingly, while I do miss not having my own airplane to fly, I miss the social part just as much: hanging out at the airport, working on the plane, bitching about the little mechanical problems with people who understand how important involvement with airplanes can become, dragging a chair out in front of the hangar to spend half an hour watching airplanes come and go as the sun sets over the Coast Range.

I haven't decided what to do next.



RV-6 on Amphibious Floats

Randall Henderson

Eustace Bowhay stopped by my place on his way back from the homecoming, and he showed his video of the RV-6FA -- that's *amphibious* floats he's got it on now!

The floats are the same ones that he originally built and adapted to his RV-6, but he and his partner Jim Rowe have now designed and installed retractable landing gear for them.

The first flight with the new retractable gear was in July, and things went well. But unfortunately, he still didn't have the time flown off on the new set-up, and so wasn't able to bring it down to the Homecoming fly-in. He does intend to bring it to both Arlington and Oshkosh next year. The floats are Zenair 1650 kit floats, and his plans are to kit the attach hardware and amphib gear, however he hasn't settled on a price yet. He did say he has worked out a solution for the RV-6A as well. The RV-6 version requires no special modifications during building, however, the -6A will require a special motor mount that will likely be provided by Vans, so if you are thinking of doing this you should tell them at the time you order your finish kit. Eustace's next project is an RV-4 version.

I have been fascinated with this project from the beginning, and would love to try floats on my airplane some day. But that's getting a bit ahead of the game -- I just need to get it flying off dry land for crying out loud!

Contact Copper Island Aviation, (604) 675-4428 for more information.



VFR Over The Top

by Jim Anglin

"Oakland Center, Mooney 12345 (N number changed to protect a reputation) - How far am I from Shasta?"

"Mooney 345, I have you at 39 min. at your present ground speed."

"Oakland, I don't think I have enough oxygen to make Shasta. I'm at 15,000 feet and the smoke is solid below me. Can you tell me where I am?"

"Mooney 345, you are at (didn't catch location)."

"Oakland, I don't see ANY place to descend through this stuff."

"Mooney 345, you can file IFR and I can give you vectors through the clouds."

"Oakland, I don't have a ticket."

Generally I don't use flight following; I prefer to do my own traffic avoidance. I do, however, monitor whichever ARTCC happens to be handling the area I'm in, and such is the case here. I heard the conversation between the Mooney and Oakland Center. Now at this point I could hear the tension in the Mooney pilot's voice building up, and knew he was getting scared. I had two options: quit monitoring Oakland Center and maybe let the guy REALLY screw up and possibly die, or help him. I was northbound at Willows when I heard the first call, VFR at 6500 ft in my -6, Experimental 14 Juliet Alpha. The smoke from Oregon's forest fires was all blowing into CA. (which I thought was neat), and built up a tremendous ceiling between 7500 and 14000 feet. I left Lodi northbound and initially climbed to 8500 VFR altitude. By the time I reached Watts-Woodland, it was so thick that it looked like a dense fog bank. I descended to 6500, and it wasn't too bad. I called Oakland -

"Oakland Center, Experimental 14 Juliet Alpha."

"Experimental 4 Juliet Alpha, Oakland Center, go ahead."

"Oakland, X 4ja is VFR to Hillsboro at 6500 feet just north of Willows, monitoring Center, and think I can help Mooney 345. Tell him visibility here is 25 miles in haze, and it looks to be clear north and east of Redding. If you can vector him to Redding, he can descend with no problems."

"Mooney 345, Oakland Center, did you copy that transmission from X 4JA?"

"Oakland, Mooney 345, roger. Can you vector me to Redding?"

Well, he eventually got down at Redding to 6500 ft. I had him switch to Air - Air freq., and we chatted for a while. He was in a Turbo Mooney with Oxygen trying to go over the top to Southern Oregon. He had been to the Bay Area on business and (his story) witnessed a Beech A36 belly-flop on the runway, which didn't help his frame of mind.

By this time I was at Dunsmuir, and during one of his transmissions, he was cut off in mid sentence. Now I have a picture in my mind of a guy going VFR and watching the highway so intently so as not to get lost he flies into the side of Mt. Shasta!

Not so; I pulled the squelch on my radio and got him back. He said he was over some big lakes (Shasta Reservoir?), and was going back to spend the night at Redding. I continued on and made HIO by 9:30 pm. Sure is dark with no landing light!!

To give you an idea of how seriously thick the smoke was, I looked at the leading edge of my wing the next day, and it was covered with ash. The canopy had a greasy look to it, which I guess was all the creosote from the evergreens and sagebrush that was burning.

Something to consider the next time you are thinking about venturing VFR over a big white unbroken expanse....



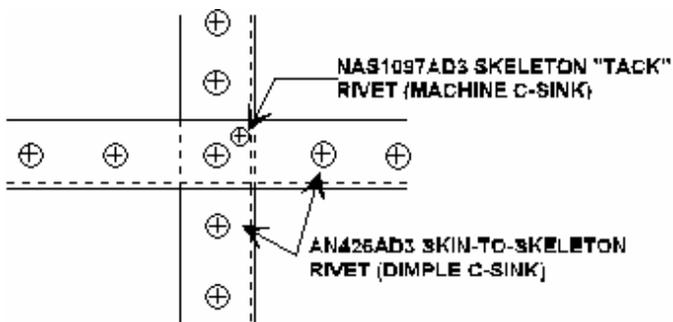
Builder's Tips ...Thanks to all who share them with us!

Fuselage Skeleton

In the fuselage skeleton section of the instructions, it mentions that you should try to locate the rivets that are at skeleton intersections offset from the center of the intersection, so that you can later put a skin-to-skeleton rivet through the center of the intersection. This makes it easier to lay out nice intersecting rivet lines on the finished skins. You *can* opt to adjust the rivet lines so that there is no rivet at the center of the intersection, and this is acceptable and not even very noticeable after painting. However, I found that in general, laying out the skin-to-skeleton rivet patterns was a lot easier if the underlying skeleton "tack" rivets were offset as far as possible from the centers of the flanges. Plus there are several places where there is no way to get a uniform rivet pattern and also avoid a rivet that is close to a skeleton intersection.

That's all fine so far as it goes, but there is just one problem: just you *try* offsetting a 3/32" rivet very far off center of two 5/8" intersecting flanges, while maintaining reasonable edge distance *and* staying far enough from a web to still be able to get a dimple in there. It ain't easy!

What I discovered is that this is yet another area where the 3/32" NAS-1097 (reduced head) rivets can come in really handy. You can use these rivets at the skeleton intersections, and since the heads are so small, they only need a shallow machine countersink (with the deburring tool even) so you can put the rivet close to a web and not have to worry about having enough room to dimple. The countersink is shallow enough that you can even do this with .025 thicknesses.



Since these rivets are essentially just "tack" rivets, used to hold the skeleton together until you get the skin on, the reduced tensile strength of the machine countersink and small head rivets shouldn't be an issue. In fact, the last time I was nosing around Vans shop I noticed that this is exactly what they were doing with the latest RV-8 prototype.

I kind of breezed over that part of the instructions, and later wished I hadn't. I encourage you to plan ahead where the finished skin rivet lines will be and try to assemble your skeleton with as few rivets as possible, and do your best to avoid putting them they could interfere with a nice even skin-to-skeleton rivet line later on. -- Randall Henderson

ELT Comparison

I recently purchased an Ameri-King ELT from Vans, for installation in my RV-6. The Ameri-King and ACK are the only two that Vans sells, and coincidentally they are also the only two I would consider buying, since they are the only ones I know of that use standard D cells instead of expensive proprietary batteries. The downside of this is that with batteries installed, they generally weigh more than other ELTs. Since I also have some familiarity with the ACK (I had one in my C-175) I thought I'd write up a comparison.

The ACK takes 8 D cells, the Ameri-King takes six. This makes the Ameri-King lighter, I don't know what it does to range, etc.

The bracket that comes with the Ameri-King is pretty wimpy. The ACKs is much better.

Both have a remote panel, and these look almost identical except that the Ameri-King's is about *twice* the height (nearly 1 1/2" high by 2" wide, as opposed to the ACKs 3/4" high by 2" wide).

The Ameri-King has voice xmit capability. I don't think the ACK does.

The Ameri-King has a stiff wire antenna, whereas the ACK's is more of a flexible whip type.

The Ameri-King has a 4 year warranty. The ACK's is 2 years.

I think they are both good units, but I am considering trading the Ameri-King in and getting an ACK. The Ameri-King's voice capability, lighter weight, and 4 year warranty are nice, but I kind of like the ACKs smaller remote panel, whip antenna, and more substantial mounting bracket. -- Randall Henderson



First Flights

Gary Graham, RV-4

On 8/16/96, 16 years after starting it (plans #19), Gary Graham finally flew RV-4 N19GX from Hillsboro Airport. Congratulations Gary!

Bob Larsell flew chase during the first flight. Gary found a few minor glitches, but nothing to get excited about. But of course he was excited! "When you're in an untested plane, and everything new to you, there's a lot of anxiety and adrenaline going on! You don't really have time to just enjoy the flight, it's all you can do to keep an eye on everything and make sure nothing's going haywire."

He has about 4.1 hours on it now, and says he's having some trouble putting hours on it -- after so many years of building and not flying much for the last several, he says he's more inclined to spend hours tinkering with things on the ground between flights than to go back up and start putting some serious time on it!

Gary's -4 has a custom turtledeck and canopy, and is powered by an O-320 with a Pacesetter wood prop. It's pretty light, at 930lbs. He says he's getting about 170mph indicated at 23"MP and 2500RPM without the wheel fairings, but that's unverified as of yet.



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.

HEY! Who has my back-rivet plate? I loaned it to *somebody* several weeks ago, but try as I might I can't remember who it was. Let me know -- Randall Henderson, 297-5045

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, 590-8011

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. 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.

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

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

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

New RV builder in need of tools. Please write with list of tools available and prices. Rich Anthes, 2541 Richert Ave. Clovis CA 93611

For Sale: 2 1/2" yoke for Tatco squeezer \$50. 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

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

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 **Jerald Hall, 32034 J.P. West Rd., Scappoose, OR 97056-2600**, 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)