RVator's Log

Newsletter of the Twin Cities RV Builder's Group

March 2009

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Upcoming Events

March 28: Spring is getting closer so maybe (just maybe!) it might be above freezing for our March meeting. Our special guest will be warbird pilot extraordinaire Doug Rozen-Rozendaal.

Gather at our hangar at Lake Elmo at 10 am. Details on page 8.

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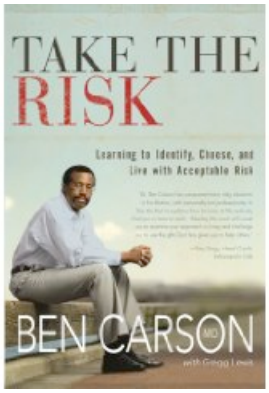
Minnesota Wing
Van's Air Force

Pres: Doug Weiler, 651-398-1184, dcw@mnwing.org

Sec/Treas: Jim Lenzmeier, 651-633-8488, jlenzmer@msn.com

Shop Notes

Several months ago I read an interesting book by Dr. Ben Carson entitled ***"Take the Risk".*** Dr. Carson is a world-renowned surgeon and is director of pediatric neurosurgery at Johns Hopkins Hospital in Baltimore. He gained fame in the 1980's for performing one of the first successful separations of cranially conjoined twins. Since then he has accomplished many more extremely rare and complex brain surgeries. He is one smart dude.



"Risk" is kind of a touchy subject when it comes to aviation and especially building and flying experimental aircraft. A lot of people will tell you that "risk" and "airplanes" go hand-in-hand. But my thought has always been that we need to approach these implied and/or specific risks head-on and develop a plan to mitigate them. As I was reading Dr. Carson's book, I began to see many direct correlations on his assessment of risk in critical surgeries and medical situations to our management of risk in building and flying RVs (and aviation in general). Whether we admit it or not, building and flying an experimental aircraft is all about risk management. With that thought in mind, let me outline some of Dr. Carson's thoughts and see if you can relate this to some of your own experiences.

He begins by outlining the some truths about risk. Here are some of his examples:

1. **Everything is risky**. Getting out of bed is risky. Eating a peanut butter sandwich (salmonella??) is risky. Telling your wife you want to build an experimental airplane may be especially risky!

2. **The more we know, the more we worry**. Two months ago, did you worry that the airliner you are riding in might hit a flock of geese and become a 120,000-pound glider? Now maybe you do.

3. **A lot of risks aren't worth the worry**. In 2006, 2700 people were injured using a drill press. Does worrying about that fact prevent you from using your drill press during the construction of your RV?

4. **We can't eliminate all risk.** Did you know that 150,000 are injured each year by their clothing (just ask Janet Jackson!)?

5. **Minimizing risk is often the best we can do**. Which leads us to conclude that…

6. **Each of us has to decide what the acceptable risks are.** We use this process every time we fly our airplanes and we either consciously or subconsciously develop plans and procedures to reduce this risk.

At some point in time, we make the decision that we would like to build and fly an amateur–built airplane. For any number of reasons, one might consider that a risky decision. I was recently introduced to a gentlmen and somehow the conversation eventually

came around to our respective hobbies and when I told him I have built and flown an airplane, he looked at me like I was a stark-raving lunatic. What followed was the usual litany of questions, which I am sure you have all been asked. I am not sure whether he concluded that I was totally nuts or the next Chuck Yeager. Dr. Carson says we just cannot eliminate all risk. We can pretty easily define and recognize the risks in flying an experimental aircraft but there are also more intangible "risks" in the building process that can affect financial, family, time, and social factors. Indeed, you can easily sit down and define a whole litany of risks in building an RV.

Dr. Carson outlines a simple process that he has used over the years to assess the risks involved when faced with a complex and seemingly risk-laden medical procedure. He calls it his Best/Worst Analysis Formula:

1. What is the ***best*** thing that can happen if I ***do*** this?

2. What is the ***worst*** thing that can happen if I ***do*** this?

3. What is the ***best*** thing that can happen if I ***don't*** do this?

4. What is the ***worst*** thing that can happen if I ***don't*** do this?

Let's apply this formula to an aviation scenario that happened to Jean and I a number of years so. Let me set the stage. We were flying our Cessna 180 up to the airport in Grand Marais, MN for a weekend at a lodge on Lake Michigan. Our good friends Doug and April had already driven there and they had planned to pick us up at the airport. We left the Twin Cities late and it became apparent that we would be arriving after sunset. The airport had no lights (seems the PIC had neglected to check this simple fact). It was an east-west paved strip and the surface winds were 180 degrees at 20 knots (the 180 can be "challenging" in crosswind). We arrived over the airport and I can just barely see the outline of the runway in the diminishing twilight. I figure that I have one landing attempt before it is too dark to find the runway. Let's apply the Best/Worst Formula:

1. What is the ***best*** thing that can happen if I ***make*** this landing attempt? I land successfully demonstrating again my unwavering piloting skill, meet our friends as scheduled, and begin a fun weekend on the North Shore.
2. What is the ***wors***t thing that can happen if I ***make*** this landing attempt? I get all tangled up battling the 180 onto the ground in the crosswind and possibility do some serious airplane and/or bodily damage not to mention scaring the bejesus out of my wife.
3. What is the ***best*** thing that can happen if I ***don't make*** this landing attempt? We eliminate the risk to life, limb, and airplane and live to fly another day.
4. What is the ***worst*** thing that will happen if we ***don't make*** this landing attempt? We fly back to the closet lighted airport which is Duluth (70 miles south), stuff the airplane in a hangar, find a rental car, make the hour and a half drive back to Grand Marais and meet our friends for dinner around mid-night (good restaurant choices will be scarce at that hour)

So there were a number of defined risks in this situation ranging from disappointing our friends to pranging the airplane. My decision (which may or may not have been such a great idea) was to make one attempt and if the crosswind got too wild over the runway, we'd go around, chicken out and head to Duluth (as it turned out, I managed to land without too much terror, kept the 180 out of the woods, and breathed a big sigh of relief all the while wondering if I really had made a wise decision). So you get the idea. The Best/Worst Formula is an interesting concept. You can apply it to whether you should buy that bargain 0-360 from Bubba's Aircraft Engine Salvage and Farm Implement Service to whether you make that night IFR cross-country trip over Lake Michigan in the winter in your RV-7. Food for thought…

A New Pair of Tens!!

When the RV-10 came out there was a considerable amount of doubt as to the market for a true four-place homebuilt airplane. Several designs had been tried in years past, but none of them really caught on. But Van had yet to wave his magic slide rule (that's what engineers use, isn't it?). He designed a "full-size" traveling machine that provided the room and comfort that compares to any of the heavy singles available on the commercial market. In every way the -10 competes with Beech Bonanza, Cessna 210, and even the high

tech glass airplanes like the Cirrus. Most of the newly completed RV-10s are equipped with all the latest gadgetry to operate as a serious IFR cross-country family hauler. Needless to say, the first RV "heavy" has turned out to be a big-time success story. Here are the latest -10's to spring from the ranks of the Minnesota Wing…

Sheldon Oleson, Webster, WI

Jan 2, 2009 was a perfect day in wintry WI for a first flight. With sunny skies, slight breeze at 10 mph, and a balmy 15º F, N475PV finally put some air under the tires. The plane flew ball centered and had remarkable acceleration on take off. I had planned to test the ASI by accelerating to 40 mph and watching it come alive, but it accelerated so fast that it was flying before I could check the ASI. With the air temps so cold, the oil temperature was too low but my home brewed oil cooler door raised the temp from 130º to 160º. The cabin heat was more than adequate for the job. The controls were smooth and light and I just know this airplane will be a joy to fly. We are looking forward to some long cross country flights as soon as the Phase 1 time is flown off.

N475PV is equipped with a Mattituck TMX-540, Hartzell blended airfoil prop, a 2 screen GRT EFIS, EIS, GNS480, SL-30, GTX330, PMA700, and a TruTrak autopilot. Building time was 5 yrs and 2 months with 25,500 rivets.

Special thanks go out to my long-suffering and patient wife, Anke, and son, Paul, who both put up with a narrowly focused husband and father for the duration of the project. Other thanks to Bill Brick, Hog Wild Designs for the paint scheme, Abbey at Flight Line Interiors, Gary Specketer, my EAA tech counselor, and Alex Dominicis for the transition training.

David Maib, new resident of New Smyrna Beach, FL (but previously a die-hard Minnesotan)

My Airworthiness Certificate was received on November 22nd from DAR Tim Mahoney. First flight was on Tuesday, November 25th at about 3:30 in the afternoon. The operating limitations specified the first flight was to depart Fleming and proceed directly to Wipline Airport and then directly to Airlake. I was required to complete the remainder of the Phase 1 testing from Airlake. This I accomplished and spent another 20 minutes or so circling at Airlake and checking basic aircraft handling. I then landed at Airlake and put the airplane in the FBO hangar. I took the cowling off and completed a visual inspection of the firewall forward area and the rest of the airframe. No discrepancies were noted.

An interesting note is the fact that I have one magneto and one electronic (Lightspeed) ignition. The DAR said I would have been able to do the Phase 1 testing out of Fleming and would have received a 25-hour flight test limit if dual magnetos were installed.

The only glitch on the first flight involved the Chelton EFIS, which began tumbling about 10 minutes into the flight. I determined that I had not performed the required initial alignment process correctly prior to first flight. I completed that process before subsequent flights and have had no more problems with the EFIS. My flight test area was a kite shaped chunk of airspace that went from Airlake directly to Stanton. From Stanton the area boundaries were Red Wing, Dodge Center, Owatonna, and Faribault. This was a large enough area to complete all of the flight-testing very comfortably. I was able to move the airplane to the EAA Chapter 25 hangar after a couple of days and completed the Phase 1 flying from that nice, heated hangar. My goal was to fly two hours in the morning, and two hours in the afternoon each day. I would then spend each evening going over the flight test data and constructing my pilot-operating handbook. Being recently retired gave me the luxury of devoting full time to the Phase 1 process. The airplane has very nice handling characteristics. I stalled the airplane many times. Power off, power on, and accelerated stalls were all very straight forward.

The aircraft is a bit nose heavy with just me on board, but the addition of the air conditioning unit aft of the baggage bulkhead mitigates this issue somewhat compared to other RV-10's. I have not tested the air condition yet because I am waiting on Vertical Power software to complete the climate control system. The extended range tip tanks performed perfectly. It takes about 22 minutes to transfer all of the fuel (7.5 gallons per side) from the tip tanks to the main tanks. Flight with full main and tip tanks on one side and empty tanks on the other side, including stalls, was not a problem. I encountered a problem with dragging brakes towards the end of the flight-testing. This turned out to be the bottom bolts on the rudder pedals. I had tightened them a bit too much, and they did not want to return when released. This managed to trap some fluid in the system. I had an intermittent intercom that turned out to be a bad wiring connection in the tunnel. At 12 hours, I changed the oil and performed a fairly detailed inspection of the airplane. Pretty much what a condition inspection would be, but without a compression check. No significant squawks were found. I completed the Phase 1 testing in 18 days. A few non- flying days due to Thanksgiving, weather, and maintenance, but otherwise I was able to move through at a good pace.

The airplane was moved back to Fleming after the Phase 1 was completed. I put the airplane in the main hangar at Wipaire and began preparing the airplane to go to the paint shop. The flight controls, wingtips, fairings, doors, and cowlings were removed in a couple of days. Mary and I packed a truck up with the stuff in our hangar on December 17th, and headed for Florida and our new home. We got a call from the Wipaire paint shop about four weeks later telling us that the airplane was ready to be put back together. We hopped an airliner back to the Twin Cities, arriving on Jan. 17th. We spent about ten days putting the airplane back together, installing door seals, fairings, and wheel pants. There were a few small paint squawks, but overall Wipaire did a fantastic job on the airplane. Finally, it was ready to fly. I took it out for one more test flight before heading south. I was amazed at the increase in speed with gear fairings, wheel pants, and a shiny new paint job. I believe the increase is around 15 knots! Everything was working great, so we packed up and headed to Kansas to visit family and friends on our way to Florida. We ended up spending several days in Kansas due to the terrific ice storm that hit the southeast US. Once that was cleared out, we made our way to Florida with nice tailwinds. The only glitch was a lineboy in Wichita that broke our nose wheel pant while attempting to tow the airplane without me there. I was disappointed to say the least! I removed the wheel pant and shipped it back to Wipaire for repair and repaint. The offending FBO is paying the bill!!

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MN Wing Update

-Doug

It's hard to believe another year has come and gone. I have noticed a major acceleration in time when one retires. The days seem to zip by but maybe that is just a normal characteristic of "old" age. Hard to tell.

The Minnesota Wing has been rather stable over the past year. We had several successful first flights in 2008 but not a lot of new members. We have 205 names on our mailing list, which is down somewhat from years past. That could be a sign of a slowing of general RV building activity in this area or maybe just poor marketing on our part. Of that number, 73 RV are up and flying which is an all time high for us. So airplanes are being finished at a solid and steady pace. Financially, we are in good shape with a solid checking account to help finance our meetings and newsletter publication **(and it is dues time again so you'll see a 2009 renewal form included in this issue. Please print and mail as instructed on the form).**

Here's some of the latest news that has come my way…

Paul Irlbeck reports his shop is open for any new RV projects. As most of you know, Paul has assisted in the construction of over a dozen RVs and is undoubtedly our resident expert when it comes to efficiently completing an RV project. If you are located anywhere in southeastern Minnesota or southwest Wisconsin, Paul may be able to help you get your project on track. His number is 651-565-3653.

Bernard Weiss just reported he has flown off his test time in Sky Pig II (I'm sure glad he has a sense of humor!!). There have been some teething pains with his Chelton EFIS system and something about a canopy issue (see later in this issue).

Bernie using his -7A as meant to be: en route to EAU for pancakes.

RV-4 builder and pilot **Mike Casmey** has temporarily traded the front seat of his RV-4 for the PIC seat in an Army Blackhawk. Mike's aviation unit at St. Paul airport has been called up for duty in Iraq and he spent the winter at Ft. Rucker getting back up to speed in this massive chopper. At this writing, he is at Ft. Lewis, Washington going through the last of pre-deployment training and will soon began a 12-month tour on the other side of the world. Hopefully it will be a safe 12 months. We'll keep you posted as to his adventures.

How NOT to buy an RV

- Tom Irlbeck and "Bear" from south of the frost line

Well it's too cold to work on the boat, so here I am, heat on, long sleeved shirt and long pants. "Bear" is covered up in her sun covers, over at Page Airport, in Ft Myers. The old brain has made a wimp out of me. The temperature gauge said 38 degrees this morning, felt like I was naked standing on a hockey rink in the middle of Minnesota. Just to gain a little more sympathy for my plight in old south Florida, I mowed the lawn two days ago, and it was so cold, (around 60 degrees) I didn't work up a sweat.

This last fall, I received a phone call, asking if I could pick up an RV that was just purchased in southern Wisconsin. Naturally I started asking some questions, and now the story begins. The names have been changed to protect the innocent, stupid, and the guilty, which should cover all bases.

"Jim" the new owner of a used RV-6, about five years old with 350 or so hours, had been bought, and he needed someone to pick it up, and give him some tail dragger time. Jim and I started talking about airplanes and flying. Jim is presently a pilot in the good old US Navy. Naturally the conversation jumped all over the planet, and we more or less determined in the first 10 minutes that we would get along just fine. It's interesting, without shaking hands, or seeing the whites of one's eyes, how you get the feeling that this is either a "good guy", or an "idiot", that you don't want anything to do with. Jim fit the "good guy" slot, but he didn't know much about the RV World. I sure couldn't fault him for wanting to own an RV. As a matter of fact, he was such a gentleman, that I didn't have the heart to tell him what I really thought of the way he had bought this aircraft.

Once we started talking about his "new" airplane, a couple of bells started ringing from the baggage bin. Now everyone knows that bells aren't placed in the baggage area, right?? Jim mentioned that he bought the RV from an aircraft broker in southern Wisconsin, about 1 hr away by RV. The pictures looked good, the airplane was no show-stopper (that should have said it was a show stopper), and the owner's IA had looked it over for a "pre buy", and said it was airworthy. "Ding, Ding, Red Flag"!!! I asked, was the IA familiar with RV, and he said he didn't know. I naturally asked, why didn't you get an RVer to look at it? Jim just didn't take the time, and he wanted an RV. Jim gave me the name and number of the broker, "Dobby", and stated he had a hard time contacting him, and they had not gotten along very good. Well, shucks I've dealt with some hard noses, and sometimes you just have to listen to what they want to say. So, I contact Dobby. Right away he starts berating Jim, I don't fully get his point, but just listen to him. What I really want is to pick up the plane, and he tells me they are working on it. Well, Dobby has the personality of 40 grit sandpaper. I can forecast this ain't going to

be a smooth transition. Here is one of my old "Bearisms", "If it smells like a skunk, even if it's moving, don't kiss it". Now that might not make a lot of sense to you unless you were a cadet in the Navy, with a Gunny named Howard. He once said "a cadet would kiss a skunk" just to get some action. Well, Jim had kissed this skunk (paid for the plane), and now he had the action to take care of, with my help. It took about a month, with numerous attempted phone calls, to coordinate the aircraft pickup date.

Now I don't have to change Alex Peterson's name for his assistance, because he is as innocent as an 18 year old on his first date with Loni Anderson. Alex agreed to fly me down, and we enjoyed the afternoon view of southern Wisconsin. After we shut down Alex's airplane, we walked past Jim's aircraft, and Dobby came out to meet us. Dobby's 20 grit personality plopped down a pile of papers, logs and folders, said, "There she is", and walks away to work on another aircraft. I asked Alex if he would look over the aircraft, while I looked at the logs. Most of the time you have to peel Alex off of an airplane, but somehow I thought Alex was going to sneak back into "HIS" airplane and leave me having all the fun. The paperwork was a mess!! I had to find a weight and balance, get that in the airplane, the registration was missing, we took care of that, and the Operating Limitations were incomplete. Notations in the log book were mostly written in invisible ink. Meanwhile I'm watching Alex, he looked like an owl, head swiveling from side to side, eyes blinking, mumbling to himself. I think it is something called, "Thank the airplane Gods, I don't have to fly this airplane", Tom does. It appeared that most of the parts were moving in the right direction, when called upon. My main concern was the engine and prop, so a taxi test and run up was performed. Surprisingly the engine was very smooth and the prop worked properly. I was checking over various switches and gauges, when I noticed no cylinder head temperature. Now, you might not realize that the FAA doesn't require a cylinder head temperature gauge. From my past experience, especially in the Experimental aircraft, a multi sensing cylinder head temperature gauge should be required. While monitoring the aircraft, I came to the conclusion that this was the roughest looking building project that I had ever seen in an RV aircraft. At best it was flyable for a 1 hr leg, which is all I had to do to get it to the New Richmond Airport. Luckily, Alex was still waiting for me to escort me back home, without him, it would still be in southern Wisconsin. As we left "10 grit Dobby", I wondered why he wasn't selling peanuts in a flea market, somewhere. He sure wasn't doing the aviation community any favors, representing the GA market.

The flight home was really uneventful, which was more than welcome. Alex and I were comparing performance numbers, and it was evident that it was going to be a slow aircraft. Then again, we were comparing it to a very nice RV aircraft. As we were cruising along, I had to marvel at the RV design. It actually didn't fly too bad, all the more credit to good old Dick, who is also innocent in this. I contacted my brother Paul, another innocent bystander, to take a look at this aircraft before I would fly it again. I think Paul could write up about 3 days of repairs to make it airworthy. Meanwhile, I contacted the FAA to back up the paperwork, and help get things organized. I also wanted to talk to the DAR who had signed off the paperwork, to find out what he had of thought the aircraft. The DAR had died a few years after the sign off, so I couldn't get any info on the inspection and sign off. I talked with the original owner, and he stated that he "built it fast" so he could fly it. I mentioned he should have taken a little longer building it, but there was only silence on his part.

Now just a few notes!!! If you are going to buy an aircraft, 1. Never use a pre buy inspector recommended by the seller. 2. Pictures of an aircraft can lie. 3. Get someone who knows the aircraft, and has a "good guy" reputation to look, feel and smell the aircraft. 3. If it smells like a skunk, don't kiss it!!!!!

Keep the greasy side up.

RV-7A Canopy Repair or "No, it is not the end of the world."

-Tom Berge

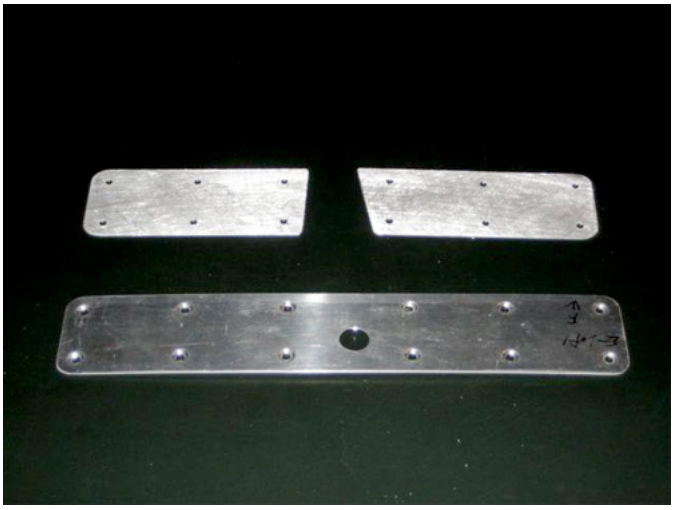
Recently one of our members suffered a crack in the slider portion of his canopy. The best we could figure was that the crack resulted from too little clearance between the latching handle shaft, WD642, and the plexiglass. The crack occurred after a flight in temperatures just above zero. Upon turning the latch, a crack formed radiating approximately 4 inches either side of the handle. The initial task was to stop drill the plexi with a 1/8th inch holes.

Certainly enough to make an RV builder cry

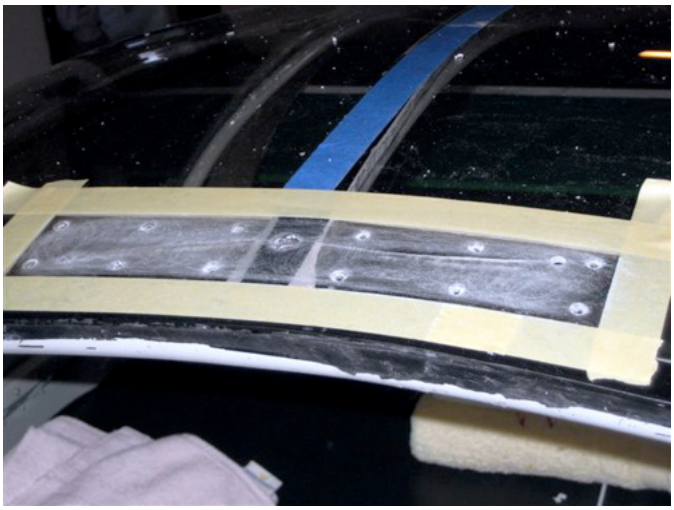
After the tears dried, a plan was hatched to repair the crack. Replacing the canopy was far more work than an attempt to fix. Besides, if it didn't work, we were simply back to where we started. Talking with Airplane Plastics, the manufacturer of the canopy, we found out the following information. They recommended we open the stop drill holes to 1/4th inch. They

also thought we could try to chemically weld the plexi back together with Weld-on #3 and glue a patch of either plexi or aluminum on the top and bottom of the crack to stabilize it.

Opening up the stop drill holes was a simple task involving a unibit. Aluminum was chosen to act as the patch. We ordered the Weld-on #3 as well as some 3M 2216 Epoxy Adhesive to glue the patches on. Weld-on #3 is a watery chemical that melts the plexi. Getting it to enter the crack involved using a small bottle with a needle to control the flow and flexing the crack to get capillary action to suck it in. We used a .020 aluminum patch on the outside and .025 on the inside. Along with the adhesive, we drilled holes to add screws. The plexi was sanded with 80 grit sandpaper to give the adhesive something to grab onto and the patches were glued on. Tightening the screws forced the excess adhesive to seep out.



Bottom and top aluminum patches



Canopy after drilling and rough sanding

Final repair prior to painting

The end result was as small of a patch as we felt comfortable with that actually doesn't look bad. With some creative painting, the patch should just blend in without too much notice. The repair seems to be holding just fine and has many flights on it as of this writing. Costs were somewhere around $50 dollars or so, leaving lots of extra adhesive left over. Things learned include making sure that there is adequate clearance between the latching handle and the plexi. The shaft of the handle was actually touching the plexi. Things contract when they get cold and without clearance, something expensive had to give. Another thing learned was to cut off the excess adhesive before it completely dries. Boy, the stuff is tough to cut afterward.

Bonding time in the -9A

Pete Howell and daughter Kate making memories. Can't think of a better reason to go flying!!

Minnesota Wing – Van's Air Force
65 15th Ave. SW
New Brighton, MN 55112-3454

First Class

Minnesota Wing March (Spring??) Meeting

Doug and Paul's Hangar at Lake Elmo Airport
Saturday, March 28, 2009, 10:00 am

41C Mooney Lane
Lake Elmo Airport (21D), MN

Our special guest speaker will be warbird pilot, author, and air safety expert Doug Rozendaal from Clear Lake, Iowa. Even though Doug spends much of his time flying very old and priceless warbirds with BIG round engines, he has owned two RV-4s and now flies an F-1 Rocket. Doug is a contributing writer to IFR Magazine, Kitplanes, and Twin and Turbine Magazine and is renowned especially in the warbird community as a CAF check airman and instrument flying expert. He cut his teeth flying Twin Beeches and DC-3s and is proud to still call himself a "freight dog." Doug will talk on risk management in aviation and draw from his many years of experience in flying a variety of exotic aircraft from RVs to Corsairs.

Driving directions: Take I-94 east towards Wisconsin. Go north on Manning Avenue (County road 15). Three miles north to Lake Elmo Airport. Enter at the north entrance (before the RR tracks). Go east past Valter's Aviation to Mooney Lane just past the Civil Air Patrol hangar. Hangar is 41C on the left. (fly-ins are OK as well. Park east of the hangars along taxiway)

This will be a meeting you will not want to miss! Feel free to bring a friend (we'll make room!)

Coffee and goodies as usual. Questions: call Doug at 651-398-1184 or our hangar at 651-779-0747

Minnesota Wing Membership Application – 2009

Check one: Renewal ☐ New Member ☐ Date_____

Personal Data:

Name: _____

Address: _____

City, State. Zip: _____

Phone: home _____ work _____

Email: _____

Employer: _____ Occupation _____

Other aircraft owned: _____ Other aircraft built: _____

Project Data:

Interested in RV aircraft but have not yet purchased plans or a kit: [ ]
Purchased plans but have not started construction: [ ]
Aircraft: (RV-3, 4, 6, 6A, 8, 8A, 7, 7A, 9A, 10): _____

Builder number _____ N Number _____

Project start date: _____ Shop location: _____

Project status (tail, wings, fuselage, finishing kit, flying) _____

Most recent component completed: _____

Powerplant: Horsepower: _____ TSMOH _____

Where did you obtain this engine? _____

Propeller: Manufacturer, diam, pitch: _____

Over

Options installed or intended to be installed:

Avionics: _____

Instruments _____

Other options _____

Interior primer: _____ exterior paint: _____

If aircraft is completed, date of first flight: _____

Total time to date: _____

Recommended suppliers:

Avionics _____
Instruments _____
Hardware _____
Tools _____
Paint _____
Upholstery _____
Other _____

Comments/remarks/other project data (ideas for newsletter articles, builder's tips, meetings, guest speakers, RV Forum comments or suggestions)

_____
_____
_____

Would you be interested in hosting a meeting in the future? _____

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_____ CHECK HERE IF YOU PREFER THE NEWSLETTER MAILED TO YOU.

DUES: $20 per year

Please return application and a $20 check made out to "Jim Lenzmeier, treasurer":

Jim Lenzmeier
65 15th Ave SW
New Brighton, MN 55112
651-633-8488, email: jlenzmer@msn.com