



Newsletter of Van's Air Force—Western Canada Wing

We're A Wing!

Tedd McHenry, Editor

If you subscribe to the Western Canada RVator, you're now a member of the newly-formed **Van's Air Force—Western Canada Wing**. I've decided to re-form the newsletter into a true builders's group.

I hope everyone is happy with this move. I don't expect any immediate changes, I'm just trying to create a stronger sense of belonging to something. The newsletter will continue to publish just as it always has, the only change being the addition of the Van's Air Force logo.

We also have a web site. You can visit it at

<http://ourworld.compuserve.com/homepages/tedd/wing.html>

Please send me any ideas you have about the web site. We only have a small amount of space at this site (2 MB), but I hope to soon get a new site with more space.

If anyone has any suggestions for things we could do as a group, please pass them on to me. Here are some ideas I have—not plans, just ideas!

- Builders's workshops; Ken Hoshowski and Barry Tunzelmann have already organized one of these very successfully. And they're already planning the next one! See the Calendar on page 8.

- Squadrons (local builders's groups).
- Wing crests; we could have our own version of the

Van's Air Force crest with "Western Canada Wing" on it, for jackets and caps.

- Discounts; we might be able to get member's discounts from certain vendors—perhaps for bulk purchases. No, I will not try to negotiate package life insurance deals! Maybe a package airplane insurance deal, though...

I'm also ready to begin experimenting with electronic distribution of the newsletter (in PDF form). Email me at the address on page 8 if you want to try it.



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Editor's Comments

I don't normally write an editor's column. I figure you're a lot more interested in reading about how to build RVs, how to fly them, or who's doing what than in anything I personally might have to say. But this issue is a bit special for me. I've achieved several goals since the last issue.

The biggest news, for me, is the change to being Van's Air Force—Western Canada Wing. It just popped into my head one day that it made sense for us to be a wing. I hope everyone else likes the idea. I want people to think of this as a group that they *belong* to, not just a newsletter that shows up four times a year. And the survey showed that quite a few of us are now actually flying our RVs. I hope that the wing will help those lucky members to find fun and exciting things to do with their RVs: fly-ins, air rallies, formation flying—the sky's

the limit. (Sorry, I couldn't resist.)

Another thing I'm very happy about is that we can now have more and better photographs than ever before, due to some changes I've made in how I produce the newsletter. So, if you submit an article, or just write to say how your project is going, I encourage you to submit photos as well. A lot of people indicated in the survey that they wanted to see more photos, and I hope to satisfy them. Sorry, but it's not practical for me to return photos to you after they're published, so make sure you don't send me the only copy you have.

I'm also able to distribute the newsletter by email, in PDF format. If you're interested in receiving the newsletter this way, email me at tedd@compuserve.com, and I'll put you on the list. I hope to save money by distributing the newsletter electron-

ically to those who want it. If you ask for it by email, but you still want a paper copy, be sure to say so in your email. If not, you'll probably get taken off the snail-mail list.

I've finally produced a member's directory, something else that a lot of people asked for on the survey. I plan to send it out once a year. Please check your information, and let me know if there are any errors. Also, I'll bet a lot of you have email addresses that aren't on the list. If you do, please send that to me as well, at the address above.

With all the changes, it took me nearly two months too long to get this issue out. I apologize for the delay, but I truly thought it was worth it to finish the improvements. I hope you agree.

Lycoming Crank Plug Failures

Martin Sutter, RV-6 N868CM, 1,300 hrs

New Lycoming engines used with a fixed pitch prop can result in a forced landing or worse if you do not read the fine print!

In August a friend of mine suffered severe injuries and his new RV6 was destroyed in an off-airport emergency landing after oil covered the canopy. What happened?

My friend installed a new O-360 in his RV6 together with a fixed pitch prop. He followed the instructions (or so he thought) provided by Lycoming. Basically they state:

If installing a constant speed propeller, remove the front crankshaft expansion plug. If a fixed pitch prop is used, this plug must remain in place.

At the bottom of the page is a note reading:

If the engine is to be converted from fixed pitch to constant speed, or from constant speed to fixed pitch, refer to service instruction #1435.

This document is enclosed in the back of the instructions. My friend and, as it turns out, many others, simply bolted

the prop to the engine as it came out of the crate. Bad move! What service instruction #1435 says is that you must remove the front plug, puncture or remove the rear plug, and reinstall a new front plug to prevent oil pressure from building up behind the front plug. Failure to do so may result in an oil leak past the front plug. This leakage can be sudden and significant as in my friend's case.

While my friend only had 72 hrs on his engine, another local RV-6 experienced the same mishap after over 200 hrs. Not being aware of the reason for his problem he simply replaced the front plug only to have a major in-flight leak occur again a few hours later. Both occurrences resulted in forced landings thankfully with no damage. A check with the salvage center in possession of my friend's wreckage revealed that his was the third homebuilt they received for this reason. The local air salvage firm has two!

In summary: If you have a hollow crankshaft engine and are running a fixed pitch prop, make sure the provisions of service instructions #1435 have been complied with.

Homer Rogers's RV-6A



Homer Rogers's beautiful RV-6A (C-GBQX) was the aircraft used to test the Sensenich 72FM propeller. See the December WCRVator for a report.

photo submitted by Homer Rogers

Homer Rogers, Revelstoke, BC

RV-6 C-GBQX is now flying—first flight by me occurred September, 1998, after a bit of time with Eustace Bowhay in his RV-6 that same day.

What a fantastic feeling! The same (almost) as I had waiting in the hospital while my daughter was being born. An elation and tension like no other.

BQX flew with no unexpected surprises for 35 minutes to an uneventful landing. The attention I had watching the numbers in the circuit, and han-

dling the controls during this first flight, released itself, when the canopy

“Must be experienced to be believed. Worth every one of the 2,680 hours of construction time.”

was finally opened, into a grin a foot wide and tears in my eyes for sure. Must be experienced to be believed. Worth every one of the 2,680 hours of construction time.

Without the patience and understanding of my wife Sheila, and her

willing assistance during construction, I am sure the plane would still be in the box. Sheila operated the gun while I bucked, during about half the riveting of wings and fuselage. The plane must become a family affair to make the construction phase as

enjoyable as the actual flying.

Everything was done in our 2-car garage, including base coat/clear coat paint job. The only thing farmed out was the sewing of the seat covers by Capricorn Upholstery of Vernon after I presented him with the pre-made foam cushions.

I have just completed the required 25 solo hours and mailed away the climb test/journey log to Transport Canada for issuance of the CoFA.

Homer's RV-6 has many fascinating features, too many to list here. You can see a complete list at the Western Canada Wing web site—Ed.

C-GBQX: The Numbers	
<i>Weight</i>	1053 lb
<i>Engine</i>	O-360 injected (219 hours)
<i>Climb</i>	2,000-2,100 fpm (solo, full fuel)
<i>Cruise</i>	165 mph/2,300 RPM/6.8 USgal/hr
.....	180 mph/2,500 RPM
<i>Circuit</i>	100 mph downwind, 85 mph final (±)

Care and Feeding of Lycomings

Eustace Bowhay, Blind Bay, BC

We're very fortunate to have Eustace in the Western Canada Wing, and on the RV List. His is the sort of knowledge and understanding that only comes through years of experience. This article is a slightly revised version of one of his many excellent posts to the RV List, in which he answers questions from other builders.—Ed

After getting out of the air force, in 1945, I became a part owner in a small charter and flying school operation, and continued to be involved in commercial aviation until retirement. With the switch from the airforce paying the bills to me paying them I really got interested in how my engines were being handled. It didn't take long to see the difference in costs between an engine that was carefully handled and one that was handled by an inexperienced pilot or hot rodder.

My priorities have always been safety first and costs second, and over the years it became very plain that the best and cheapest way to accomplish this was to start out with a new engine or a premium overhaul and don't cut corner's under the cowlings. After a few years I finally settled on the following procedures and found them to do the best job.

These are the power settings and handling procedures I have used on the Lycoming O-540, O-360, and O-320 engines over the past thirty years or so. I have found them to give the best combination of long life, speed versus fuel consumption, and, most importantly, no engine failures. All of my life my engine handling priorities have been:

1. Do the best you can to prevent an engine failure.
2. Keep engine operating cost as low as possible by having every engine run

its full time between overhauls.

3. Avoid propeller damage during ground running, and try to cause the least amount of disturbance to others from noise and prop wash.
4. Make maximum performance a consideration only when conditions warrant it.

"In my opinion, engine handling begins when you first decide to start the engine."

In my opinion, "engine handling" begins when you first decide to start the engine. So these are the rules I have followed.

1. Never attempt a start below freezing without pre-heating. Learn how much prime is required under various conditions to start in, say, three or four blades. Never prime with the throttle.
2. Keep engine RPM to 1000-1200 for a few minutes, monitoring oil pressure. Keep under the red line. You may have to drop below 1000 RPM initially, if the engine is started close to freezing with heavy oil, to keep oil pressure within limits.
3. Move to the run up area and, assuming one is on pavement, warm up into wind at 1400 RPM, to 100-120 degrees oil temperature.
4. Check the mags (or electronic ignition) at 1700 RPM. In the case of a constant-speed prop, exercise the prop a couple of times with a 300-400 RPM drop. I don't go above 1700 for a

mag check, unless something shows up, for the good of the prop. Going into grass or gravel strips, if I have any concerns about prop damage, I will check the mags in the circuit before landing and then just check for a dead one prior to take off.

5. Take off at full throttle and, in the case of the RV, climb out at say 110-120 indicated. As soon as comfortable, throttle back to 24-25 inches of manifold pressure and, in the case of a constant speed prop, reduce to 2400-2500 RPM. I have always made it a rule to keep full throttle operation to one

minute, maximum, unless circumstances dictate otherwise.

6. Continue climb-out at these settings until reaching desired altitude, starting to lean at 3500-4000 feet, and keeping well on the rich side of peak. On reaching cruising altitude, level off and cruise at 2400 and 21-22 inches manifold pressure for say 5 minutes, to stabilize temperatures. Then lean to peak on the hottest cylinder, less 50 degrees on the rich side.
7. Plan your decent to maintain 400-500 FPM at say 18-20 inches manifold pressure, gradually reducing to say 14 inches on arriving at circuit height. This cools the engine gradually (prevents shock cooling). On levelling out in the vicinity of the airport, you can reduce power as appropriate to maintain the speed you desire. The speed is now low enough now that this power setting will keep the engine temperature okay. Another reason for restricting descents to 500 FPM is for passenger comfort. I have found that people who don't fly very often have sensitive ears, especially if one has been at a high altitude for an extended

period. This means that if you have to let down 7000 feet you have to start the let down in a RV roughly 45-50 miles back. Using this method assures the proper control of engine temperatures and also allows for immediate shut down of the engine after landing.

All of the above RPMs pertain to a constant-speed prop, which will be turning 2700 RPM in full-fine for take-off. I have no experience with a fixed-pitch on an RV but, in talking to others, procedures should be the same. The difference would be (in the case of the new Sensenich prop for the O-360, for example) that the RPM at the start of take-off would be somewhere around 2200-2300, increasing with airspeed until reaching around 2700 in level flight at critical altitude. I believe, for the good of the engine, it should never be operated over 2500 RPM continuously which, with the Sensenich prop, would mean reducing the manifold pressure to around 20 inches.

The Lycoming manual says not to operate at over 75% continuously. This equates to around 2400 RPM and 24 inches. The recommended TBO is 2000 hours, and this can be achieved if the aircraft is flown on a regular basis (at least every two weeks) and cruised at 65% power. This has worked for me. I have never had to change a cylinder on a Lyc, all have run their full time, and I've never had one quit except for fuel starvation.

Using these settings I ran nine light twins with O-540s and IO-540s for several years, each one flying 1000-1100 hours a year, without a single cylinder change and with every engine reaching it's recommended TBO.

Restricting RPM on the ground to 1000 or so will keep prop damage to a minimum.

Really, what all this boils down to is to use 75% for climb and as close to 65% for cruise as you can get. The rest is just common sense.

One need not feel restricted by these procedures. If you need it, use it. The small Lycs are famous for their reliability, but every time one strays from the above it takes a bit away from safety and increases the costs.

Here are a couple of items I have picked up over the years as to the maintaining and handling of Lycomings. While we are talking about

“Really, what all this boils down to is to use 75% for climb and as close to 65% for cruise as you can get. The rest is just common sense.”

Lycomings in particular, these observations would apply to most naturally-aspirated, opposed engines that I have had experience with.

Replacing the Crankshaft Oil Seal

I don't recommend stretching the new seal over the prop flange, due to the stress on the seal. The preferred method is to use the split seal (P/N LW11997). This seal has no spring and should be installed using 3M sealant #847 (Rubber & Gasket Adhesive). Thoroughly clean the seat and prep with MEK or acetone, so that the new seal will seat properly, and apply the adhesive—a cotton swab works well

for this. Be sure to coat the area of the crankshaft contacts the seal with engine oil, so that the new seal is not damaged on start up before it gets lube from the engine. This seal, installed in a careful manner, should not be more prone to leakage than the one-piece.

Crankshaft Plugs

Regarding service bulletin 1435, I believe that the new engines, as purchased from Van's, are set up as they are so they can be run either fixed-pitch or constant-speed. You must make certain that your engine is set up properly for the application you have chosen. There have recently been several posts referring to forced landings caused by blown crankshaft plugs. When

the front plug blows out, all oil is lost in a matter of minutes and oil covers the canopy, making a forced landing necessary yet extremely difficult. Bart's engines are set up per your instructions (fixed-pitch or constant-speed) so this problem will not occur.

The line from the accessory case to the front is for a constant-speed application. The flow of oil through this line is controlled by the governor. I'll have more on this in another post (to the RV List—Ed).

Running Without a Prop

Never run an engine without a propeller.

RV-3 Bulletin

Tedd McHenry, Editor

I received an FAA Special Airworthiness Bulletin (ACE-99-10, November 24, 1998) regarding the RV-3 wing modification. If you have an RV-3, and you haven't received the

Bulletin, please contact me and I'll send you a copy.

You can reach me at the addresses on page 8.

Rough Engine with Conical Mounts

*Ken Hoshowski, Salmon Arm, BC
RV-6 C-FKEH*

I was the first one in our area to start building an RV (serial 20332—1988), the next closest being Sid Cope in Kamloops and Kurt Kaminski in Kelowna. I believe they both had engines using dynafocal mounts. When it came time to install my engine, I called our closest supplier and ordered conical mounts for an O-320 B3B engine. I got some help in installing the engine from a local aircraft engineer. The engine was installed and ran up fine on the ground. I was never happy, though, with a roughness that appeared in cruise when I reduced power and reduced prop RPM (constant speed), and on final, when reducing power and going through 85 mph. As soon as I had the runway made and I chopped the throttle the roughness disappeared. There were no indications of roughness while on the ground while doing run ups or taxiing. Full power at takeoff was nice and

smooth. On climb out—once I knew I had no usable runway ahead of me—I reduced power to 25" Sq. and this was also nice and smooth. Once I reached cruise altitude and reduced prop RPM's to 2400, and lower, the roughness started and got worse as RPM reduced.

I talked to number of people about this and did not resolve the problem. I finally went to an old-time mechanic and we checked the differential, plugs, harness, mags, push rods, and timing, and changed one hydraulic lifter. The engine seemed to check out. We phoned Hartzell to see if one blade on the constant speed could be taking a bigger bite than the other. At this point all things pointed to the prop. Hartzell said to try flipping the prop 180 degrees, which we did. I think it made a very small change. A very slight roughness at 1200 RPM (ground run) seemed to disappear, but was it just my imagination?

Everyone looking at my engine rubber mounts said they looked okay.

Murphy's Law says the last thing you check is usually the culprit. I am on the RV list (internet) and asked the list (about 800 strong) if any one else had this problem. Mike Seager and Mike Todd responded with comments about the rubber mounts. I heeded their advice and ordered Lord J6230-1 engine mounts (\$565 CDN). Took me a couple of part days to install the mounts (torque bolts to 350 -450 inch lbs). These mounts come with a metal sleeve between the rubbers, which align—with help—when the bolt goes through. It must be tight enough to bottom out between the two end washers. My original mounts were far too soft. The new mounts were so hard I had trouble believing they would actually work, but they did. What a difference!

My thanks to Mike and Todd for their help. Now that I know what the problem was I know my flying hours will increase dramatically.

Errata



Congratulations to Jack Dueck, who made the first flight of C-GYRV on January 26. "Perfect! A real hand-off joy to fly," he says. In the October issue I mistakenly quoted Jack as saying that C-GYRV is an RV-6A when,

as you can see, it's actually an RV-4. As Jack pointed out, "Would I fly an aircraft with a training wheel up front? Would I allow a peer to ride beside me rather than behind? Some of us have pride!" Sorry, Jack!

Letters

My RV-6A (24829) had its first flight in August, '98, and now has approximately 35 hours. This is my second RV and fourth homebuilt. In came in at 1,066 lb complete with oil, first aid kit, and fire extinguisher. Not too bad, considering that it has an O-360, CS prop, full upholstery and carpeting, and lots of goodies. I tried hard to keep it light in spite of all the good stuff—light starter and battery, and lightening holes wherever possible.

The first flight was interesting. I lost all electrics at 2500 ASL, about 2 miles from Victoria airport. My overheating warning was also beeping through the intercom, though my gauges were showing nothing, of course. I reduced power to idle and glided down to the circuit, at which time the electrics came back on long enough to advise tower of my intention to land, which I did, and, subsequently, to get clearance to taxi to the hangar. With about 200 yards to go, everything went out again. But, as I now knew that there was no overheating, I continued to the hangar. It turned out to be a loose connection on the master switch on the bus bar.

Other than that, and an instrument problem, it has performed up to specs and has not needed any re-rigging or fine tuning. The instrument problem was a UMA tachometer that had to be sent back twice for servicing. I'm curious to see if it's finally semi-accurate.

Full gross climb is 1,682 FPM and, on a cool day with light fuel I can maintain 2,500.

Rick Mosher, Saanichton, BC

I'm getting ready for an inspection on Saturday (pre cover). The wings, tail surfaces, ailerons, flaps have all been on the airplane and are rigged.

The Canopy is done but not on right now. I hope to hang the engine in the new year.

However, I'm looking forward to this inspection and am sure things will be okay because I had Don Francis (an experienced builder) check things over very closely last week.

Shaune Switzer, Sibbald, AB

RV-6A C-GBQX now has about 40 hours on it and I have received the final CofA from MOT. A Garmin Pilot III GPS is now fitted on a swing-away mount near eye level left. What a unit!

A power point is installed on the upper sidewall left for the GPS. No external or remote antenna is required with this GPS as at least 9 satellites are received in flight, leaving the antenna on the unit.

The winter scenery in the mountains is awesome.

Homer Rogers, Revelstoke, BC

I just painted the interior of the RV-6 today and so can start to get real serious about installing things permanently.

I reserved my Reg numbers just before Christmas and got C-GRPA. That ought to let the grandkids know who is coming. My Sensenich FP prop for my O-360A4M finally arrived so the engine work is going to speed up considerably now.

Doug Murray, Mountain View, AB

My 5-year project is coming to an end. My RV-6A will be ready to fly come spring. All I need is the prop, final inspection, and paint. I'm looking forward to getting a good look at the country from the sky.

Dan Clements, Toad River, BC

Dentistry

Vince Himsel, RV List

Here's a tip for fixing the indentation in the skin you get when you pull the bucking bar off prematurely before the rivet gun stops. Slip a rubber washer over the manufactured head of the rivet in question. Then using a piece of plywood or 1x2 under the rivet gun, re rivet. The bucking bar will actually be hitting the rubber washer, gently removing most of the dent while missing (one hopes) the rivet. In short, the combination of bucking bar and thick rubber washer makes a neat micro-rubber-mallet and the combination wood and rivet gun supply the hammer action and the give for the skin/rib combination to move back out towards where it should be.

Missing Cheques

Tedd McHenry, Editor

I received a notice from Canada Post that my local relay box was broken into by vandals. It's possible that your cheque might have gone missing. Below is a list of the cheques I've received from members since the last issue. If you sent a cheque, and your name isn't on the list, please contact me right away. You can reach me at any of the addresses on page 8.

<i>Blair Amundsen</i>	<i>Doug Murray</i>
<i>Ron Bazin</i>	<i>Kelvin Rempel</i>
<i>Eustace Bowhay</i>	<i>Homer Rogers</i>
<i>Brian Bursey</i>	<i>James Sager</i>
<i>Glen Clarke</i>	<i>Gerhard Schauble</i>
<i>Dan Clements</i>	<i>Shaune Switzer</i>
<i>Bob Cutting</i>	<i>Larry Thompson</i>
<i>Thomas Dudley</i>	<i>Barry</i>
<i>Jack Dueck</i>	<i>Tunzelmann</i>
<i>Ted French</i>	<i>Anthony Wiebe</i>
<i>Jim Jewell</i>	<i>Tom Wharton</i>
<i>Jim Mead</i>	<i>Bill Young</i>
<i>Rick Mosher</i>	

Van's Air Force Western Canada Wing

5873 Angus Place, Surrey, BC, Canada, V3S 4W6

Western Canada RVator's Mission

To provide information and entertainment for members of Van's Air Force—Western Canada Wing, builders and flyers of kits made by Van's Aircraft.

Membership

Membership is CDN\$10.00, or US\$7.50 per year, which includes four issues of WCRVator. U.S. members are welcome. Mail membership dues to the address above.

Submissions to WCRVator

We encourage submissions from any source, without compensation but with thanks. You can submit by hard copy, disk, or email. Mail submissions to the address above, or email them to

tedd@compuserve.com

Data Formats

Disks

DOS (Windows) and Macintosh—please use ASCII (text only) format

Image Files

GIF, TIFF, JPEG, or PICT

Email Encoding

Please use ASCII.

We do not support HTML encoding. We also do not support any proprietary encoding scheme, such as CC:Mail, Word, or RTF. We will not extract executables. Please don't use any of those formats.

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Updates

Larry Thompson, Surrey, BC

Larry phoned to say that his RV-6 is coming along well. He's painting the wings—left done, just starting on the right. The empennage is in his bedroom! He also has the airplane registered.

Calendar

Salmon Arm Flying Club Air Affair

June 20, 1999

Salmon Arm Flying Club, Salmon Arm, BC. (CZAM)

Pancake breakfast starts at 7:30 A.M

Fly bys, Static Displays, Flea Market,

All RVer's arriving Sat. June 19—Free spaghetti dinner 6.P.M

Free accomodation at builders homes

We guarantee you a fun time!

For customs info, contact Ken Hoshowski

Ph/Fax 250-832-6691

email ve7fp@jetstream.net.

Salmon Arm RV Builders's Conference

July 17, 1999 (Saturday), 10:00 to 3:30

Salmon Arm Flying Club, Salmon Arm, BC. (CZAM)

Van's Air Force—Western Canada Wing is having an RV builder's conference and gathering. There will be seminars and presentations along with aircraft viewing. All are welcome as the subjects are not necessarily RV dedicated. Lunch provided for a nominal fee. No registration fees. An agenda will be published once all the presenters have agreed to the schedule.

Contact: Barry Tunzelmann

kiwi@sunwave.net

250/832-3198

*The events below were submitted by Ken Hoshowski,
President of the Salmon Arm Flying Club*

May 16	Salmon Arm (Okanagan Ultralight Fly in)	John 836-2616
May 23	Grand Forks Fly in Breakfast	Ron 442-3630
June 5	Revelstoke BBQ (pm)	Craig 837-6805
June 6	Revelstoke Fly in Breakfast	Barry 260-1007
June 13	Vernon Fly In Breakfast	bharsant@bc.sympatico.ca
June 20	Salmon Arm Air Affair Fly in	Gunter 675-4895
June 26	Oliver Fly In Breakfast	Larry 498-6887
June 26	RAA BBQ (Penticton) (Call before 9 p.m.)	Cam 769-6246
		Rupert 763-9109
June 27	Merritt Fly-in Breakfast	Ed 378-0960
July 7-11	EAA Fly-in Arlington WA	
July 10	108 Mile Fly-in Breakfast	Ph 791-1908
July 17	Salmon Arm 10a.m.-3p.m. Homebuilders fly-in - forums, etc. Interested in bulding? All welcome!! Lunch available.	Barry 832-3198
July 18	Kamloops Fly-in Breakfast	Rob 376-8883
		Dwayne 376-9184
July 24-25	Nakusp overnight Fly-in Sponsored by Penticton Flying Club	Doug 497-5424
		Larry 492-0810
Aug 4	Kamloops Air Show	Trevor 554-2179
Aug 7-8	Abbotsford	
Aug 14	Vernon BBQ (B.S., Burgers, Beans)	Barry 260-1007
		Bring own burgers or steak
September	RV flight training with Mike Seager	Barry 250/832-3198
Sept 11	Penticton Fly-in Breakfast	Doug 497-5424
		Larry 497-0810
Sept 12	RAA Corn Roast (Vernon Airport) 11a.m.-3p.m.	Cam 769-6246
Sept 19	Kamloops Fly-in Breakfast	Rupert 763-9109
		Rob 376-8883
		Dwayne 376-9184
Oct 10	Fly out - Leave Salmon Arm 11 a.m. Meet at Oliver 12 noon for lunch at Southwinds Hotel. All welcome	Harry 833-0053