



*Newsletter of Van's Air Force—Western Canada Wing*

# SA Conference Better Than Ever

*Tedd McHenry, Editor*

This year's Salmon Arm RV Builder's Conference will be a must-attend for any RV builders or wannabes in southern BC. If it's at all reasonable for you to get there, I suggest you put it on your calendar.

It's scheduled for Saturday, July 17, 1999, at the Salmon Arm airport (CZAM). For those of you planning to fly in, Salmon Arm is an excellent airport, with a 4,500-foot runway and some of the cheapest avgas around. Arrivals and warm-up coffee is scheduled for 9:00 to 10:00, with the formal conference beginning at 10:00.

An RAA inspector will give a talk on kitplanes and the inspection process. Last year's excellent talk was by Hank Horst, the RAA inspector for Kelowna region (see "Breeze through your inspections," WCRVator, October, 1998).

Eustace Bowhay will also give a talk on RV engine performance and builder's tips. If you've been reading your

WCRVator, or are on the RV List, you'll know that Eustace is a fountainhead of aviation knowledge for RV builders.

Doug Pearce will give a talk on radio system installation and troubleshooting. With the tales of woe I've heard about radios, I'm sure many of you will want to hear what Doug has to say. Barry Tunzelmann, one of the organizers of the conference, will give a practical demonstration of the Super Koropon 2-part painting process. And Jim Rowe will present fuel system design and installation. There will also be an open discussion session. And, for a little excitement, there will be an RV formation fly past, and some RVs on static display.

I'm sure you'll agree that this is quite a line-up. If you have any questions about the conference, contact me at one of the addresses on page 8. Or, you can email Barry Tunzelmann at the address on our member's web page.

## First Flight for Chuck Ross

*Chuck Ross, Vernon, BC*

There were times when I wondered if it were ever going to happen. But, last December, C-GEAU was at last ready for flight. Mark Payer had done his usual excellent paint work, and all the bits and pieces came together in a rented hangar. Once Hank Horst had done the final inspection, it was just a matter of waiting for the paper work to get back. We didn't call many friends for the event, partly because I strive to make test flights as boring as possible for spectators.

To my relief, it flew straight laterally and the elevator trim is pretty much neutral at cruise. As Van says, sometimes all our errors cancel each other out. The 160 hp Lycoming turns the Colin Walker 69x69 prop a bit faster than I'd like at full-throttle cruise, but it climbs better than anything I've flown except for Kurt Kaminski's 180 hp rocket.

My plane is wired and plumbed for gyro-instruments and lights but, for now, it's strictly day VFR. I tried not to deviate from the plans, and the empty weight is 912 pounds, including extinguisher and ELT, but no oil or unusable fuel.

Having a neat little plane to fly is great, but the next best thing about the project has been meeting all the other builders who have given me so much. Without exception, they've been more than a little generous with their time, advice, encouragement, and tools. I thank them all.

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# Builder's Tips

by an anonymous member of the RV List

## Drilling Out Rivets

There may be a time when a builder is faced with the unwelcome task of drilling out one or many rivets due to a need to replace for whatever reason. I just de-riveted the entire rear spar of the H/stab I am rebuilding, and did not damage or over-size one hole. Here is how to do it. The larger the rivet, the more daunting it seems, but it is no big deal.

First, mark the centre of the rivet with either a #40 drill bit, or even a push-punch. Next, drill the head with a #30 bit, and snap it off with a 1/8" punch (or point of the drill bit, if you're lazy). Change back to a #40 bit, and drill as far down into the rivet as you can without going right through. Take a 3/32" punch and tap out the rivet with a small hammer, using soft blows.

You will be able to take out as many rivets as you need to without any damage to the original rivet hole. Remember, I'm talking about 1/8" rivets and up.

## Leading Edge Dents

Dropped a bucking bar on your nice aileron or elevator? I had a fuel tank all finished except for the rear baffle, when I stood it on end to slather some rivet tails. It fell over onto a concrete floor, like a tree in the forest. Bang! I nearly S\*\*\* my drawers. Can you imagine building up a new tank and matching all the holes in the spar, et cetera?

There was a dent in the leading edge right at the cusp. What I did was get a piece of 2x4, round the nose of it (flat side top and bottom), reach into the tank with it, and press and roll the metal back. You can't have any edges

or corners or it will transfer these to the damage you already have. If space is too restricted, try a piece of hardwood, rounded, and work the dent the same way. You may try the handle of a hammer (rounded) or whatever works.

If you gently rub the area with a piece of steel (very gently), this will cause the area to shine so that you

*"It fell over onto a concrete floor, like a tree in the forest. Bang!"*

may see it better. Then you want to hold a rounded piece of steel, such as the nose bucking bar that Avery sells, against the dent, and then use a plastic hammer to gently tap, tap the damage on the outside. It won't be perfect, but it will be much better than before and you can fill it with Bondo or whatever filler you want. My dent is now so faint, (before any filling), that I have to look for the ding that was there. (Remember that you can only tap metal against metal so much before you will begin to stretch it and end up with an oil canning spot, especially in the very thin skins.)

Try it, it worked for me.

## Countersinking Thin Material

Another tip:..if you want to countersink thin material for nutplates or whatever, and are afraid of wobbling a big hole, get a "rosebud," which is a tiny bit such as is found in Dremel hobby kits. These things look like a tear or water droplet on a thin shank.

Put it in your drill and dress out the hole for countersinking, using deft little touches like a dentist would do drilling out your enamel. No pilot guide is used and you can see and control your cuts very well.

Furthermore, no scallops or chatter type cuts ensue. Beautiful little tool. Ask about it.

For real tight spots where you need to put a nutplate, such as mounting the wing tanks close in by the inboard end, and you can't get a dimpler in there because of no room behind, ask

Avery about their one side dimpler. This tool uses a die and an Allen wrench to pull the dimple from the outside. It's a gem. Many thanks to Scott at Van's for this one.

## Removing Smileys

Another tip; if you have put a smile in a rivet and feel that it is not serious enough to warrant removal, but you don't want the smile to show, get a "radius file" (a thin file with a curved, hook like tip, which is shaped to accept your finger-tip) and use this to dress out the scar. The rivet no longer has a blemish on its head.

Also, a thin, round, rat-tail file is handy for rounding out and radiusing tight corners on aluminum.

## Unibits

Another wonderful addition to your goody box is a "Unibit." These do a very nice job of cutting clean, large holes, unlike a conventional bit that will dig in sometimes and beat you in a wrist wrestle faster than Whipper Billy Watson.

*more tips on page 3...*

# Store That Engine Properly

*Eustace Bowhay, Blind Bay, BC*

The long term inhibiting question has come up occasionally in the past. What is the best way to protect that big investment while getting ready to bolt it on the front end?

Over the years this has really never been a problem for me as the engines were usually installed shortly after purchase—either new or overhauled. However, all that changes when we decide to build a homebuilt. Ten years ago you could wait until you needed one, with the result that the engine didn't sit idle for long.

As we all know that is not the case anymore with the scarcity of good engines. So we buy when a opportunity arises and, in a lot of cases, long before we actually need it.

Bart and I got together last week and discussed what would be the best way to take care of them.

In the case of a new engine one should follow the manufacture's recommendations. Bart's engines are run with inhibiting oil before delivery and would normally be okay for up to two years. However, this would depend a lot on how and where it is stored, and what the climatic conditions are.

This is what we came up with:

Plug or secure all openings that oil can leak from: breather, oil filter adapter, exhaust ports, oil pressure

and oil temp ports, governor pad, vacuum pump pad, spark plug holes, and any other openings I have missed. You can still expect some minor leakage because all the seals are cold.

Add 8 quarts of aviation oil. Place a suitable sized tire on a drip tray of, say, 3 feet by 3 feet and with enough help roll the engine around and lay it upside down on the tire. For those of you with all the fancy stuff—chrome and pretty colours—maybe put some disposable protection between the engine and tire. Then every few months (the more often the better) return engine to the upright position and roll around again and then back upside down on the tire. Do not turn the crankshaft when the engine is

stored in this condition.

For engines that are used and have not been inhibited, do it as soon as you can. The same for overhauled engines that have not been test run and inhibited. For new and overhauled, properly test-run and inhibited, you will have to be the judge depending on each situation.

When the engine is installed, pull the lower plugs and sump drain and let all the oil drain out. Then slowly rotate the prop by hand so that you can stop and back it up if you feel any unusual pressure.

I know this is a bit of a pain but like a lot of things in life doing it right doesn't come easy.

## ...more builder's tips

### Unused Proseal

Lastly, if you have any Proseal (unmixed) left, keep it to attach fairings, such as the tips on the tail group. This stuff may smell like it would gag a maggot, but I love the stuff for its versatility and utility.

### Elevator Trim Tabs

Almost forgot: when you make up the trim tab for the elevator, don't bother trying to bend those little tabs over and get it just perfect. Instead,

use the blocks of particle board that came in the kit, (the sharp ends) and a scrap of .020, and make up two little ribs. You can do a nice job of riveting the top of this little rib and just use pops on the bottom, and "VOILA," you have a great looking tab and elevator that line up perfectly and leave a uniform gap just the way you want it.

## Errata

In the April, 1998 WCRVator (Volume 2 Issue 2), I ran an article on auto engine conversions, titled "Can Chevy's Last?" I recently discovered that I had made some errors in converting metric units. Consequently, some of the values in the table published with the article are wrong. Fortunately, my mistakes were consistent, so the relative values for the three engines that were compared are still valid. Here is a revised table, with the correct values. Sorry for the error.

Engine	O-360	O-320	4.3 V6
Displacement	361	320	262
Peak Horsepower	180	160	160
Cruise Horsepower	135	120	120
RPM	2,700	2,700	3,600
MPP peak (psi)	146	147	101
MPP cruise (psi)	110	110	101
MPS (ft/s)	33	29	35
PPA (G)	600	521	836

# How High Will It Go?

## An account of an altitude—record flight

*Terry Jantzi, RV-6 C-GZRV, Van's Air Force—Ontario Wing*

*Here's one to keep all you builders inspired. Terry holds an official FAI world altitude record in his RV-6. He also holds some FAI world speed records, for speed over a recognized course. And, just for good measure, he has an Outstanding Workmanship award from Oshkosh 98. If that doesn't inspire you, I can't imagine what will—Ed.*

After completing my RV-6, I was curious as to what the absolute ceiling would be. After speaking with Bruce Carter from the Aero Club of Canada, we also determined that I had an opportunity to set a couple of National Records at the same time. My aircraft has a fuel injected 180 hp engine with a constant-speed propeller. I normally cruise between 7500' and 10500' during cross-country flights. I have crossed over the Rockies at 12500' and circled

Mount Robson in British Columbia at summit altitude. These altitudes are accessible within just a few minutes as the climb rate at gross weight is about 1800 fpm. When flying solo the climb rate is close to 2400 fpm. Some weeks before Christmas, 1998, a friend of mine and I pestered Toronto Centre to let us climb to 18000'. They didn't quite know how to handle the request but finally gave me a pseudo IFR clearance of "cleared to the Waterloo airport climbing to and maintaining FL180". The climb was achieved easily and we were still seeing 400 fpm when we levelled off at 18,000'.

With that little experiment behind me, I started the process of getting permission to fly above FL180, which



In addition to his building and flying accomplishments, Terry is the editor of the Van's Air Force—Ontario Wing newsletter. To find out more about Terry, his RV-6, and his flying exploits, visit his web site at <http://netrover.com/~tjantzi/terry/>.

*photo by Terry Jantzi*

is IFR only. I don't hold an IFR rating at this time. It took several levels of Transport Canada bureaucracy until I reached the right person. Along the way I got suggestions like "pack my woollies and head for the North." According to the CAR's, VFR flight is allowed in Class A airspace only with special permission from the "Minister." I finally received my waiver in the middle of January with the comment of "good luck" from Transport Canada. I had some other requirements to fill before I could attempt the flight. I needed some way of recording altitude, and my first thoughts were a barograph from a soaring club. I was put in contact with Fred Hunkeler who is a glider owner and pilot. He

kindly offered to lend me his data logger which is a digital recorder with a built in GPS receiver and a very sensitive pressure transducer. I had to fabricate a connection to the aircraft static system. The data logger has a small static port on the case. I had determined in the past that my cabin pressure is about 200' higher than ambient air pressure. With the data logger plumbed and wired to the electrical system, I was almost ready to go. One last detail was the O2 masks. I normally use nasal cannulas, which are more comfortable than masks. However, since they are not to be used above 18,000', a mask must be used. I had several old

masks which were certified to 30,000'. I discovered the old carbon microphone wouldn't work, so I removed it and cut a small slit in the side to slip my headset boom mic in. It works great.

February 15, 1999 was forecast as a beautiful sunny day under the influence of a high pressure system. Early Monday morning I made my first call to Toronto ACC to co-ordinate the flight. We agreed on a northwest heading out of Waterloo. I called Flow Control for a flow number and then filed a CVFR flight plan with London FSS. I arranged with Waterloo ATC to mark the altimeter setting for take off and landing. The data logger is calibrated to standard atmosphere so sta-

tion pressure is required to calculate absolute altitude. The airplane was stripped of all extra weight and 120 lbs of fuel were on board, good for two hours. As I was fitting the O2 mask in the cold cockpit I ran into a small problem. The mask was stiff and I wasn't happy with the fit. I couldn't get it tight enough to avoid having my sunglasses fog up from the leakage around my nose. I pulled the strap really tight, pinched it over some hair on the back of my head and clamped it with a wedge lock. That fix worked very well as I had crease marks on my face for six hours afterwards.

The flight started off runway 32 at Waterloo with an initial clearance of a straight climb out to the northwest to 9000'. I paused for 15 seconds on the runway so the data logger would start the clock

for the first part of the flight, which was a "time to climb" to 3000m. I passed through the 3000m mark at 00:06:16. After

that I backed off the propeller to 2500 rpm. I have an Insight Graphic Engine Monitor installed and was able to keep the engine leaned just to the rich side of peak. Toronto Centre modified my clearance as I went and finally cleared me to FL230. I had to back off on the climb rate from 12000' to 18000' due to high oil temperatures. After 18000' the engine performance was low enough that the oil temps stayed in the green and I increased the prop to 2700 rpm. Along the way the various controllers inquired about the airplane and questioned me as to what I was trying to achieve. As I approached FL230 I was cleared to FL270 or what ever I could get. The climb rate diminished to around 100 fpm at 24500'. The view was fantastic! I could



Terry completed C-GZRV in 1998, and won an Outstanding Workmanship award at Oshkosh. The airplane has a fuel-injected, 180 hp O-360 and a CS prop.

*photo by Terry Jantzi*

see lakes Huron, Erie, and Ontario with a slight movement of my head.

As I approached 26,000' the con-

***"As I approached 26,000'  
the controls got quite mushy.  
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trols got quite mushy. Indicated airspeed was down to 55 kts, and pulling on the stick just increased the angle of attack. Lowering the nose for a little bit of speed resulted in a 300-400 drop in altitude. The engine was still turning 2700 rpm but the manifold pressure was down to 9" hg, and outside air temp was -38C (-36F). I played around for about a minute trying to nurse some more altitude, but the wing wouldn't lift anymore. I was only 60 nm away from the field, so the descent was accomplished with a couple of 360s approved by Toronto Centre. Total elapsed flight time was 01:02:00. Final readings from the data

logger indicate an absolute altitude reached at 26,137' and level flight was maintained at 25,900'. Between the two cabin heaters and the solar heating I stayed warm for the entire flight. I did pick up a layer of frost on the right side of the canopy, which wasn't in direct sunlight.

I now can complete another section in my operating handbook and record an interesting entry in the Journey Log. So much fun, so little time.

## David Cobb?

*Tedd McHenry, Editor*

Does anyone know David Cobb's correct address? The post office returned his last RVator, marked "Address incomplete." I'd hate to think that he's not getting his newsletter only because of a typo I've made. If you know his address, please pass it on to me (see page 8 for my address).



# JPI v. Matronics

Tedd McHenry, Editor

Many of you have heard by now about the lawsuit launched by JP Instruments, maker of the SCANNER line of instruments, against Matronics, maker of Fuel Scan. JPI claims that the name of Matronics's product violates JPI's trademarked name for its own line of products.

Legally, it's a straightforward case, but it has become a hot issue among RV builders. Why? Because Matt Dralle, owner of Matronics, also runs the RV List, an email discussion group for RV builders, and many on the list were upset when they found out what JPI was doing. They saw it as another example of the kind of specious litigation that costs everyone in aviation so much money; they saw it as JPI attempting to force Matronics out of the market by outspending Matronics on lawyers; they saw it as a threat to the continued existence of the RV List itself; they saw it as a big guy picking on a little guy. I've spent a lot of time thinking about it myself, and reading others's opinions. I've decided to throw my hat in with the anti-JPI faction.

It began in early February when Matt posted an email to the RV List asking for legal advice. He included a letter from JPI. The letter stated that JPI considered the name of Matronics's product a violation of JPI's trademark, demanded that Matronics stop using the name, and threatened a lawsuit if Matronics didn't comply by February 19. You can see the original letter on the RV List web site (<http://www.matronics.com/rv-list/>) or on Tim Lewis's anti-JPI web page (<http://home.earthlink.net/~timrv6a/>). The responses to Matt's request for help ranged from advice from actual lawyers to diatribes on the state of contemporary civil litigation. Within days (perhaps hours), RV List members were flooding JPI's email, fax lines, phone lines, and postal mail with protesting letters. Some, according to JPI, were impolite. JPI responded to the protests on their own web site. This response contained many inaccuracies (and some outright lies), and angered RV List members even more. Eventually, JPI decided to go ahead with its threatened lawsuit against Matronics.

A lot of people have to share the responsibility for this going badly. Though I sympathize with the fear Matt probably felt when he got the original letter, I can also see that things would have gone much smoother if he'd quietly consulted a lawyer on his own, and not even mentioned the situation to the RV List. And, though I also sympathize with the outrage many on the RV List felt—I felt it too—I think some may have gone too far in their reaction, angering people at JPI and so

aggravating the situation. But, in the end I have concluded that JPI bears by far the majority of the responsibility.

For one thing, JPI started the entire, sorry incident with their original letter to Matt. I don't dispute JPI's right to defend their trademark, but I think it's a minor issue for all the fuss they've caused. Branding—the identification of a product with a specific manufacturer—is important in broad consumer markets where the products resemble commodities: pop, beer, even personal computers. It's not very important in highly specialized markets, such as avionics. In avionics, customers make their choices in a more informed, conscious, and deliberate manner. The reputation of the manufacturer is extremely important, but the *branding* itself isn't, because customers are far less likely to confuse brands.

And JPI's response to the public outrage directed toward them has been very poor indeed. In the first place, they've made a major public-relations blunder by not recognizing that it even is *public* outrage. In a classic misunderstanding of modern technology and modern culture, JPI seems to have assumed that members of the RV List, which Matronics runs, are somehow affiliated with Matronics itself. I'll wager that most RV List members didn't even know what Matronics does, other than run the RV List, before all this happened. I've been a member of the RV List nearly since it began, and I don't think I could have clearly said what Matronics does. But misunderstanding the situation is understandable. Lying about it isn't. JPI made boldface lies about Matronics. For example, they said that Matt was spreading false information about JPI, to make JPI look bad. In fact, the only thing Matt spread was a copy of JPI's original letter. It did make JPI look bad, of course, but perhaps JPI should have thought of that before they wrote the letter.

And this brings us to what is, for me, the crux of the issue: JPI's original letter. The letter did three things: it asserted that Matronics was violating JPI's trademark, it demanded that Matronics change the name of their product, and it threatened a lawsuit if Matronics didn't do as JPI demanded. You may feel differently, but to me the letter was a very heavy-handed way to begin negotiating. Frankly, I don't think there was any intent to negotiate at all, only to demand and bully. And JPI's subsequent actions have confirmed this hypothesis. JPI claims this is just business, just how things get done today. Perhaps. If

*more on page 7...*

# Why I Fly

*This article was originally written as a post to the RV List by an RV builder who wishes to remain anonymous. WCRVator appreciates being allowed to reproduce it.—Ed.*

I began to fly because I was afraid. Nobody else I knew of was doing it. It was costly, risky, adventurous, and not approved of by my folks. Something though, was pushing me onward. I learned to love it and it gave me something back. Pride, appreciation, and self-esteem to face down trepidation.

A while ago, I pushed the RV out to the grass and a fellow came by, full of questions, and declared proudly that he had once flown an Ercoupe, coast to coast and back. Awesome, for I too, had flown an Ercoupe to Mexico and back when I was a kid. I had to wonder what fires kids today? Where is the courage and adventure? I thought of a time when a row of 20 Mustangs were retired and parked on the grass, I got into one and sat with canopy closed and hands on stick and throttle, visualized the boys who sat here before and what they may have experi-

enced, and wondered if I would have the kind of courage that they had. The guns were now cold and the contrails were long gone, and I sat in that row of 20 Mustangs and thought back.

I read once where, in the Great War, most of the aces with big scores were teenagers, frequently dead

*“The RV lets me extend myself and brings me up to where the world is broad and grand and riotous with colour and sensual delights.”*

before their 20th birthday.

Now, decades later, I was to summon up courage once more to try to be at one with an airplane that was more than anything I had experienced before. With each flight, we got to know each other better and time and thoughts were allowed to enjoy more of what was outside the cockpit.

Time to look at the wings, and the

colour of them, the fields below, and the shading of clouds along the way. I climbed to 9,000, throttled back to turn and come back home, and glided quietly and thought how beautiful it all looked and how we too, must look beautiful: ruby, burgundy, and white, up against the blue. I thought of the serenity of flight by the wonderful flying scenes in “Out of Africa” and “The English Patient” and the inspiring music of the background.

This would make anyone with a soul stir his passion for pure flight. This craft slipping along the halls of air, this cathedral of the skies. It is to weep.

I read, too, of a man who, this month, is about to fly a 70-year-old biplane from London back to Australia. An Avro Avian, retracing the steps of those like Antoine de St. Exupery who wrote, in “Wind, Sand and Stars,” of crossing the cold desert at night and the furnace of the timeless plains by day, all on a compass and map (if any). The drive and the courage is still out there in some. It is a reckoning with one's self.

I am a teen no more and I still need to summon up nerve sometimes, but the winning of it still thrills me and the purity of flying is ever fresh to me. The RV lets me extend myself and brings me up to where the world is broad and grand and riotous with colour and sensual delights.

Landing once again is a handshake of two companions who have enjoyed each other's company until the next time.

Thank you Van, thank you RV, and thank you all out there.

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## ...JPI v. Matronics

so, I object to *that*, and JPI will be the unfortunate bearer of my objection. I don't think that business *should* get done that way, and don't intend to knowingly support businesses that do it. So I, personally, am boycotting JPI's products. If you feel as I do, I encourage you to boycott them, too.

I'm not going to buy any of JPI's products. Not until they drop the lawsuit, anyway. I'm going to write JPI and explain what I'm doing, and why. And, if I buy a competitor's product, I'm going to write JPI again, enclosing a copy of the receipt, as a reminder of the business they've lost.

### Addendum

In March, a member of the RV List did what I proposed above: wrote JPI and explained why he bought a competitor's product. JPI's almost-unbelievably-callous response was, “You Loose, by not having the best equipment in your plane—our country is one of laws, not pub opinion!” JPI seems to be stuck purely on the legality of their actions, without regard either for ethical issues beyond litigation or for good business sense.

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## Van's Air Force Western Canada Wing

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### 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

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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# 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](mailto: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](mailto: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	
June 13	Vernon Fly In Breakfast	Barry 260-1007 <a href="mailto:bharsant@bc.sympatico.ca">bharsant@bc.sympatico.ca</a>
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 Ed 378-0960
June 27	Merritt Fly-in Breakfast	
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 Trevor 554-2179
Aug 4	Kamloops Air Show	
Aug 7-8	Abbotsford	
Aug 14	Vernon BBQ (B.S., Burgers, Beans)	Barry 260-1007
September	RV flight training with Mike Seager	Bring own burgers or steak
Sept 11	Penticton Fly-in Breakfast	Barry 250/832-3198 Doug 497-5424 Larry 497-0810
Sept 12	RAA Corn Roast (Vernon Airport) 11a.m.-3p.m.	Cam 769-6246 Rupert 763-9109
Sept 19	Kamloops Fly-in Breakfast	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