



Newsletter of Van's Air Force—Western Canada Wing

Tragic Accident Claims Father and Son

Tedd McHenry, Editor

On Sunday, April 2, Bill Benedict and his son Jeremy, both of Van's aircraft, were killed when their prototype RV-9 crashed near Pettigrew, Arkansas. Bill was General Manager of Van's Aircraft. Jeremy developed the Van's Aircraft web site, and frequently represented Van's at airshows and fly-ins. Both were well-known to many RV builders. Bill was also Richard VanGrunsven's brother-in-law.

This tragic accident touched people throughout the RV community. Several organizations are planning memorials of one kind or another to honour Bill and Jeremy, and to keep their memory alive. Already, there is a scholarship fund, which you can contact at

Bill and Jeremy Benedict Memorial
Scholarship Fund
University of Portland Development Office
5000 N. Willamette Blvd.
Portland, OR 97203

Western Canada Wing also has a small memorial to Bill and Jeremy, in the form of a web page. You can view it at
<http://www.vansairforce.org/misc/benedict.html>

If you'd like to contribute your own thoughts or memories of Bill or Jeremy, send them to me by postal mail or email at the address on page 8.



The prototype RV-9, which crashed near Pettigrew, Arkansas.
Van's Aircraft photo

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Wing Member Visits North Ireland

Barry Tunzelmann, Canoe, BC

I have been asked to submit an article on my aviation-related activities here in Northern Ireland. My assignment here is to oversee the installation of a complete new sawmill located near a town called Enniskillen. With regret, Enniskillen is made 'famous' by the fact that there was a terrible IRA bomb explosion here on November 11, '87, at the Cenotaph, in which 12 people were killed. There have been bomb threats here while I have been here due to the breakdown of the Peace Accord. Another town nearby had a bomb explosion about 3 weeks ago. The place was the hotel where our electricians stayed. Fortunately there were warnings and no injuries were sustained.

The mill is an interesting location, aviation-wise, as it is built on an old WWII runway that was used as a backup Lancaster bomber airstrip. Catalinas based here also performed rescue of sailors and downed airmen during the war. Apparently, the lake that was in the approach to the old runway has a wrecked Lancaster in it, and the British government will not allow removal of all or any parts as it is a memorial to the airmen killed in it. It crashed just a mile short of the runway as one pilot was already dead and the other was shot up so bad he just couldn't fly the plane any more.

The new airport has runways 33/15, which intersect the old airstrip at one end. There are not many aircraft operating here as the bureaucracy has done a great job in ruining general aviation here in Europe. There is a Piper Archer 180 available full IFR for a poultry sum of 85 pounds per hour. That is \$205CDN! I will bring my licence back here after my turnaround in late-February-early-March, as it is good for here and all one has to do is go for an insurance check ride. In addition to renting the aircraft, when you travel to most other airports you can pay 5-8 pounds per landing (even for touch and goes), with the exception of some grass fields that are club owned and have no landing fees. We should hurry up and realise that in Canada sport aviation pilots haven't got it so bad, but



Barry visits a local builder during his trip to North Ireland.

we do have to fight hard to keep what we have as the politicians and bureaucrats will always try and chip away at our hobby.

Early on in January I decided to see who was building aircraft here, and Ken Hoshowski kindly posted a message on the U.S. RV List, where I got a response within 2 days and behold there was an RV-4 builder located 50 miles away, and an RV-4 owner/RV-6 builder father-and-son located about 35 miles away. I visited the RV-4 builder first, and was welcomed in typical builder fashion. Hi, meet the missus, do you want to see what I have built so far out in the shed? This fellow (Marcel de Ruiter) is doing a marvelous job of his tail kit and I suspect he will have a fantastic finished plane at the end. The builders all seem to go for the new factory Lycoming engines here as the 2nd hand market for available engines is not so good. The next visit was to the farm of Tony and Keith Troughton, who have their own hangers and airstrip that is up and down a very steep hill, for an airport. This strip is no problem for Tony's modified 180 HP RV-4, but has claimed a few unwary pilots who have bent their airplanes by not paying attention or being too inexperienced for this strip. One thing that I notice here is that we seem to fly more

more on page 3...

Drilling Speeds and Feeds

Hal Kempthorne

kempthorne@earthblink.net

[from the RV List]

As a practical matter, how important are RPMs for drilling aluminum?

Someone suggested that aluminum likes high speed drills. More correctly we might say that small bits like high speeds. The cutting edge on #30 bit is making a much slower speed over the aluminum than that of a 1/2 inch bit. The larger the bit the slower you need to turn it. Slow way down for the fly cutter!

Generally, the harder the material, the slower the speed of the edge needs to be. Here are a few speed recommendations from an old handbook:

Annealed 4340 steel	60 fpm
Stainless 410	30 fpm
Aluminum alloys	250 fpm

So, aluminum likes the high speed drill. How fast does a #30 have to turn (RPMs) to achieve this 250 fpm

“The larger the bit the slower you need to turn it. Slow way down for the fly cutter!”

value? Cutting too slowly is not harmful but too fast is. Slow drills only hurt productivity.

Also, the recommended coolant for aluminum is water based solutions. (Milk?) I believe many who complain of non-round holes are feeding too fast. Feed (pushing the drill into the work) is given in inches per revolution. If one pushes a slow drill as hard as a fast one, the feed will be faster.

Feed for aluminum should be 0.007 ipr, and steels about one fourth that.

[Drilling RPM can be determined from the cutting speed for the material and the diameter of the drill:

$$N = 12V/\pi D$$

where N is the drill motor speed in RPM, and V is the cutting speed of the material in fpm.

Using values from Machinery's Handbook, the correct RPM for drilling a #30 hole in aluminum is:

$$N = 12 \times 500 / 0.1285 \pi$$

which works out to 14,800 RPM!

Clearly, you're not going to exceed the recommended drilling speed with a hand drill. This emphasizes the importance of Hal's advice to not feed the drill into the work too fast—Ed.]

...Ireland

often in Canada and the U.S. as the expense of flying here prevents the average Joe from just going out and practicing as we all should. I find that all of these people (both builders and GA pilots alike) are keenly interested in how we run aviation in Canada, as they are always looking for comparisons to their administrative system from outside Europe. Apparently, there is a new administration and regulatory body that will govern aviation here in the near future, called the CAA (Civil Aviation Authority). It will jointly regulate 32 European nations, and word is that it is a complete bungle of an organization and will apparently increase costs of flying drastically for the average pilot.

The next visit we did was a trip to a place in the Republic of Ireland about 30 miles from Enniskillen. I had heard that somebody, at a town called Sligo, had built 5 RVs and had sold them to the British registry meaning that somebody in the United Kingdom had bought them. Indeed this was true. We had hoped to see at least one RV left behind but, alas, this was not the case. We did find out, though, that two of the instructors that we met had dropped an RV-6 into the harbour after an engine failure a couple of years back. They said it was fuel problems and I asked if the plumbing

was done to plans. No it was not! Apparently, somebody thought that they could better Van's design and make a "both" tank selector system. Even though the plane ended up in salt water, they had it hoisted out quick and stripped it down (rebuilt the engine) and performed a thorough anti-corrosion treatment and reassembled the plane, which is now flying problem-free in Britain somewhere.

We were hosted by the Sligo Flying Club for that day and were even treated to a flight in a Cherokee 180 (what else) to see the local sites, including an abandoned monk settlement dating back to the year 400 AD. We will again be entertained by the Sligo FC when we return again on the 24 March weekend. I hope that we could possibly entertain the idea of having sister clubs around the world to correspond with and perhaps entertain any visitors should they come and visit our parts of Canada. This little club boasts 110 members and they have their biggest day at the airfield on Sundays. Great bunch of people.

In closing this article I would say that despite the high prices to fly and the mind boggling bureaucracy surrounding flying, the Irish participate well in their chosen hobby of flying.

I will be keeping in touch by email to these nice people.

The Paint Story

Kevin Lane, Home Wing

[Reprinted from the newsletter of the Home Wing of Van's Air Force.]

Yes, it's yet another aircraft painting horror story. Come to think of it, has anyone heard of a good experience?

Jim was getting his RV-4 painted after 15 years of construction. He started so long ago that he was into his plane all of \$12K, flying. He wasn't about to spend any real money on getting it painted. Horizon Airlines donated primer and paint, quite generously, 8 gallons. Turns out Jim was as generous and offered to give me the leftovers, 3 gallons of Desathane, Horizon white. Since I had decided to color my plane with vinyl graphics this sounded like a great opportunity.

Brian and I had been back and forth about painting our planes ourselves versus paying to have it done. It really isn't legal to paint in a Port of Portland owned hangar, but then working on your plane isn't technically legal either. We threw out ideas, such as a plastic paint booth and exhaust fans that fit between the slightly open hangar doors, and painting at night or early morning. I had painted my work truck in my garage and knew how difficult it is to get a decent finish. We discussed taking the planes apart and painting them in an auto body shop. We remembered the 12 hours we spent just installing wing spar bolts (Van's last laugh, the -6A gear leg sockets).

Jim told us about Steve Smith in Kelso. He was simply charging shop time at \$35/hr. When I saw Jim's -4 with new three-color paint job I had to admit it looked real nice and couldn't believe it cost less than \$1,000. Even

Jim will admit that his sheet metal work is rugged. But with Steve doing a bit of bodywork you would never have guessed. The next problem was scheduling when to take the plane up there. Steve fits the RVs in between his real jobs, so Jim's plane was up there several months. I had a wedding anniversary to attend on Labor Day in Ohio, I couldn't miss the Reno time trials, (and new traditions!), a trip to LA (my first SVFR), and then the weather became so uncharacteristically beautiful in September/October. It seemed stupid to ground the plane. Brian flew up with me in late October

***"We pulled the ailerons, flaps, elevators...
...you get the idea, it takes a day."***

with those bolts with the ever-so-carefully-inserted shim washers. We pulled the ailerons, flaps, elevators, rudder, wheel pants, intersection fairings, empennage fairing, inspection plates, drilled off the reg plate (found corrosion starting), and, of course, the cowlings, spinner, wing tip lens, rudder tip, antennas—you get the idea, it takes a day.

To etch and alodine takes but an hour when you use a garden sprayer. Steve's hangar has special drains and settling tanks that collect all the chemicals. He's going to get a recycler system that reclaims his paint thinners. The next few days involved redoing the V-stab bodywork I wasn't happy with along with my all aluminum empennage fairing. I had done a lot of work before flying to Kelso. It is so much more pleasant working in a hangar with plenty of lights, a furnace, and mostly lots of space to walk around. Steve was teaching me how

to do bodywork the right way. It takes the right air sander, a bunch of chemicals, and lots of sandpaper, which, by the way, costs only 23 cents a disk when you buy 100 (I've paid \$1.29/ea at Tool Peddler). I was enjoying working up there and the drive to Kelso didn't seem that long at this point. Next came the taping off of everything that doesn't get painted. That's when I realized my rudder was missing. "Well, I remember putting it down in the grass outside so it wouldn't get scratched by the blacktop" Yup, that's where it was, been there two days. Good thing not too much goes on at Kelso International!

So next I learned how to use one of those paper stands that puts the tape on the edge as you pull it out. Beats the heck out of newspaper. Taping the canopy, which has to be removed, is a 3D puzzle, as well as taping over the hole it left. Besides easily taped things like the strobes and engine, you discover holes, aileron crank inspection hole, flap linkage hole, empennage fairing hole, that need a little elf to tape off from the inside. The taping details seem to never end, antenna sockets, tail tie down, fuel diaphragm overflow tube, brake calipers, propeller. I had decided to do as much of the prep work as I could. I was learning a lot just being around the shop and I have never been shy about asking questions. Desathane requires its own primer, which is a dark green. Steve shot a primer/sealer on the fiberglass followed by the Desathane primer. When he shot the white finish coat everything looked fine. An hour later all the rivets were showing little rings of green, as well as most of the sheet



Kevin Lane's beautiful RV-6A in the Alvord Desert of Southeast Oregon.

metal edges. Steve shot some more paint; sometimes that's all it takes. Brian flew me up on a Saturday to help reassemble my plane and possibly fly it home. We both looked at it without saying anything. The green circles were back. "You know, if you had shot that in Imron and used a white primer, none of that would show," Steve said. "Must be some silicon on the metal or something. I shot it twice and it still didn't go away. Shot 2 Ω gallons" Make me cry, Steve. Looks

like hell and now weighs a ton besides. Funny thing, if I can use that phrase, was that the under sides of the wings and the belly looked beautiful, just like glass. So did all the fiberglass parts. Free paint, right, I'm such a sucker.

So my options were to strip it and start over, or sand off the finish coat, cover the rivets with a sander/primer, and re shoot the finish coat. I had used all the free paint up at this point. Steve buys Desathane from Boeing

Surplus for \$25/gallon that is a year old. Boeing sells it after one year despite a shelf life of three. He said it was the exact same paint. Desathane becomes incredibly hard after five days of curing. Brian and I started sanding. We spent four hours Saturday. I spent eight hours on Sunday and Monday, and a half a day Tuesday. I could tell it was getting harder. I was using a 180-grit sanding disk every five minutes. In a couple spots the paint was so thick you couldn't see the rivets. I sprayed

Kevin Lane photograph

sander/primer on all the rivets and edges and hit that with 180 grit, then the whole plane, except the belly and undersides of the wings, with 320.

When you repaint you have to paint until you hit a seam. You can't blend in a new coat or spot. That means the leading edge gets sanded back to the wing spar underneath. Not fun sanding over your face. Steve told me that

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...paint story

with Imron you can paint a second coat without sanding the prior coat. This makes a huge difference in multi-color stripes and numbers.

Steve shot another coat of Desathane. It worked, no circles. A fair amount of dirt however. Steve has huge fans and filters. He air blasts the plane first, tack cloths and paint cleaner with special "virgin" rags, hoses down the floor, runs the fans for twenty minutes before painting. A problem with Desathane is that it can take up to two hours to reach the tack-free stage. He said that while my plane was drying the wind direction changed at Kelso, which can add a lot of dirt to the air. Some of this dirt can be buffed out. One of the side fuse panels had some noticeable sags. So I prepped it and Steve re-shot that. It was old hat now.

Time to call it done. I felt like an employee at this point. I'd eaten lunch at Steve's house, met his father, his father-in-law, all his children, taken his Labrador for a car ride, and yes, been offered a job, seriously, \$35K/yr. (I only work this hard on MY plane)

While I was sanding, Steve and an employee were stripping a six-passenger Bonanza, the one that had its wing explode on take-off at PDX recently. I realize now that I could have stripped my plane in ° the time it took to sand. It just seemed like such a gross thing to do. With the new chemicals however it is simply spray on, set overnight, wash the paint off. Most of the paint is on the floor in the morning. You don't have to wear a respirator, it doesn't burn your skin, and it's the color of Bazooka bubble gum.

So, for some good news, which I needed by now. I owed Steve \$450. I must have used half that in masking

RV-8QB builder Mike Robbins, who lives in Issaquah, WA, wanted to make sure he could carry his folding bicycles in his new RV-8. Next issue we'll have the story of how he modified his rear baggage compartment to create a greater storage space.



tape, the good 3M stuff. Another half in sandpaper, and another half in lacquer thinner and rags. Jim has a good theory as to what went wrong. Turns out Imron and Desathane are like oil and water. After my plane was alodined it sat in the corner of the big hangar. Steve shot Imron on another plane and some over-spray got on mine or was already in the tarps we covered it with. Went he tack ragged it the over-spray collected in the rivet dimples and sheet edges. That would explain why just the top and sides were affected and none of the fiberglass. Steve's father used to paint out at Troutdale for decades and owned Western Propeller at one time. Steve has painted a lot of planes, even a Citation V. He paints Galvin Flying Service's 172s every year to match the new Cessna paint schemes! When something goes wrong he doesn't start making excuses. There are so many variables that are so hard or impossi-

ble to control. With hindsight I can see now that the Desathane was not a good choice. Steve gets Imron I believe he said less than \$60/gal. The Desathane is incredibly hard. I'm sure there are good reasons the airlines use it. That special Desathane primer alone is worth several hundred dollars.

So how much paint got applied? I never got a chance to weigh my plane right before painting. It weighed 1,027 lbs. on its maiden flight two years ago. Since then there has been strobes, nav lights, heat muffs, an ELT, an interior, closed plenum baffling, 4-cylinder CHT/EGT probes and gauge, auto-pilot, Rose ignition, and a light-weight starter added. Now N3773 weighs in at 1082 lbs. So how much? Thirty-five pounds? Forty? Hope this trend is at its end. Wait until you see my next plane. Then I'll get it all right! Meanwhile I think I might go whale watching in Baja in February. "Sorry dear, we can only carry 44 lbs. of lug-

Member's Corner

Tedd McHenry, Editor

Letters

Greetings from Revelstoke this snowy day. My flying RV-6A, C-GBQX, now has 90 hours on it—still performing flawlessly. The '99 trip to Oshkosh was a highlight in my life, taking C-GBQX for its first long flight.

I am considering building another so will probably sell mine some time this year.

Together with a friend, I am slowly putting a Glastar together. When finished with this, another RV might fill my garage.

Thanks again for your excellent publication.

*Homer Rogers, Revelstoke, BC
(shrogers@cablelan.net)*

All is well here and after much delay due to other commitments we are back working on the RV-6A.

Got the gear fitted and wing incidence set this past week, so will have it out of the jig shortly.

Flying the RV-6 weather permitting. It is back on wheels now as we are finished all the flight testing of the amphib floats.

Eustace Bowhay, Blind Bay, BC (ebowhay@jetstream.net)

Thank you for responding to my inquiry. I am presently in the early stages of commencing to build an RV-6A. To date, I have the empennage kit and the wing kit, sitting in my two-car garage at home. It was recommended to me by Van's to order the Phlogiston spar and the Barnard quick-build components, for the wings. They are also in my garage.

I am having a problem getting started assembling the empennage kit. We have been interrupted, with small necessary projects around the house, and consequently I have not been able to concentrate on building. The main hurdle I had to jump through was getting many items resorted in the garage, after the flood in White Rock, last June. However, I'm starting to see the light.

I am looking forward to meeting some RV builders. To date I have not met many, nor have



Mike Ayling, a new member from Cold Lake, AB, flew his RV-4 across Canada after purchasing it down east (sorry, Mike, I forgot where). This photo was shot from the back of a Harvard, by Dave Walker.

Wing Gains Members

I embarked on a membership campaign at the beginning of the year, which has been very fruitful. We've gained about 20 members. The new members include our first members from Manitoba, and our first member from the Yukon.

First Yukon Member

Last issue I announced Western Canada Wing's first Manitoba member. This time, it's my pleasure to announce our first member north of 60° latitude. Tom Law, of Whitehorse, Yukon, has decided to join us. Tom is building an RV-6A, and has the tail ready for inspection.

I been able to visit anybody and have a look at their projects. I have found this a problem. I hope that by joining the Western RVator group I will gain some inspiration.

A.W. Halychuk

Just a short note to give you my email address, in case you haven't got it. It is shrogers@cablelan.net. I am presently putting together a web page so I can sell my RV-6A soon, as I plan to build another aircraft after a friend and I finish his Glastar. We are finishing up the second wing, as the empennage/fuselage and first wing are basically ready to inspect. I will advertise it on www.barnstormers.com. with links to my website after it is complete.

Homer Rogers



Van's Air Force Western Canada Wing

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

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

May 20-21 Grand Forks Fly in; Ron/Cheryl Wyers; 250 442-3630; Fax 250 442-0188; rcwas@sunshinecable.com

May 21-22 Okanagan Ultra Light Assn. Fly In; Salmon Arm Airport; John McDermott; 250 836-2616 or; Harry Winterhalder; 250 832-4482

May 27 99's Poker Run; Roberta Baker; 250 545-5154; rfbaker@junction.net

June 3-4 Nanaimo Flying Club; Poker Run & Pancake Bkfst; Frank Benvin 250 753-5421; quadrajt@island.net

June 4 Thompson Valley Recreational Pilots Assn.; Location T.B.A.; Ken Barry 250 376-?

June 11 Vernon Fly In Breakfast; Barry Harsent; Tel/Fax 250 260-1007; bharsent@bc.sympatico.ca

June 17 Penticton; RAA lunch & BBQ; Doug Robinson; 250 497-5424; robinson@neteng.bc.ca

June 18 Salmon Arm; Fathers Day Air Affair
Gunter Angermann; 250 675-4895; g.j.angermann@telus.net

June 24 Salmon Arm Steak BBQ, Dinner 5:30, RSVP.; Gunter Angermann; 250 675-4895; g.j.angermann@telus.net

June 24 Trail Flying Club; Appreciation Day

June 25 Merritt Fly in Breakfast; Ed. Gott 250 378-0960

July 1-2 Kelowna; Electric City Fly Out; Les Holmes 250-7684007; Fax 250-768-4910; lholmes@kent-macpherson.com

July 8-9 EAA Fly In; Arlington, Washinton

July 8-9 COPA National Convention P.E.I

July 16 Kamloops Fly In Breakfast; Trevor Bentz 250 554-2179; bentz@direct.ca; Fax 250-554-2678

July 21 Snowbirds: Vernon

July 22 Snowbirds: Kamloops

July 22-23 Penticton Fly Out; Surprise Destination?; Larry Taylor 250 492-0810; ltaylor@cnx.net

July 30 Salmon Arm; Fly out to Mable Lake; Ron Brown 250 832-2004

Aug 5-7 Kelowna, Fly out to 108 Mile; Les Holmes 250 768-4007; lholmes@kent-macpherson.com

Aug 6 Snowbirds: Penticton

Aug 12-13 Abbotsford AirShow

Aug 19 Vernon Fly In, B.S., Burgers and Beans; Barry Harsent; Tel/Fax 250 260-1007; bharsent@bc.sympatico.ca

Aug 26 Oliver Fly In Breakfast; Larry Chalmers 250 498-6887; larryjoanchalmers@telus.net; Fax 250-498-6458

Sept 9 Penticton Taylorcraft Fly In; Doug Robinson 250 497-5424; robinson@neteng.bc.ca

Sept 10 Penticton Fly In Breakfast, Doug Robinson 250 497-5424; robinson@neteng.bc.ca

Sept. 10 Vernon; RAA Corn Roast Lunch; Cameron 250 769-6246 or Rupert 250 763-9109; rgreun@silk.net

Sept 17 Kamloops Fly In Breakfast; Trevor Bentz 250 554-2179; bentz@direct.ca; Fax 250-554-2678

Oct 8 Salmon Arm; Lunch Fly out to Oliver; Ron Brown 250 832-2004

Classifieds

Classified ads are free to members.

Canadian-built RVs advertise for free.

FOR SALE: RV-6A Custom Built. Fast—Comfortable—Economical. 90 hrs TTSN April/00. Lycoming A4M 0-360 Bendix fuel injected, electronic CD ignition with automatic advance. Tip-up canopy on struts. Lightweight starter. Sensenich FM series aluminum propeller. Visions 1000 engine monitor, Terra transceiver, transponder and encoder, full day/night VFR panel on rubber mounts. Throttle quadrant, parking brakes, wig-wag 100w landing lights, Davitron, 'G' meter, glove box, music input, 3 power points, interior cabin cover, theft proofed, ELT, life-time cowling retention, sound proofing, bolstered and lumbar supported seats. Base coat/clear coat paint. Fully primed airframe, Phlogisten spars, dual heaters/defrosters, sun shades, rich/lean lights, quick drain oil and

gascolator, cool can, jack points, strobes, canopy cover, tow bar, wheel jack, etc., etc. All nearly 200 items mentioned in text were incorporated into aircraft to ease pilot workload and simplify service. A trophy winner that must be seen. A partial list of modifications/additions can be seen on the Western Canada Wing of Vans Airforce web site www.vanairforce.org. Contact Homer for more detailed information and pictures at shrogers@cablelan.net.

MUST SELL—Lost MEDICAL—New RV-4 25 hrs. TTAF & SMOH, O-320-E2D Lycoming (150 hp), day VFR, new King COMM+TRPDR (mode C), 2-place intercom, Colin Walker wood prop. Flies great, ready to paint. CDN\$63,000 or closest offer. Terry: (902) 762-2568