

Newsletter of Van's Air Force—Western Canada Wing
<http://ourworld.compuserve.com/homepages/tedd/wing.html>



Van's Air Force Home Wing recently held their 8th annual Norhtwest RV Fly-in, at Scappoose, OR. More than 80 RVs showed up, and the Blackjack Squadron entertained the croud. Keep building, this will be you one day.

Salmon Arm RV Builders Conference

July 17, 1999 (Saturday)
Salmon Arm Flying Club (CZAM)

Van's Air Force—Western Canada Wing is having an RV builder's conference and gathering. See the agenda in the Calendar section on page 8. Lunch provided for a nominal fee. No registration fees.

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Fuses or Circuit Breakers?

Brian Lloyd

(Technologiesbrian@lloyd.com),
Cameron Park, CA

[Brian's article is from a post to the RV List regarding the relative merits of fuses and circuit breakers in home-built aircraft. I don't have the space here to reproduce the entire context of the post, but I thought Brian's comments would be interesting to most builders. Brian is an RV builder and an engineer at Lucent Technologies—Ed.]

Fuses do not have contact points and a resettable tripping mechanism as do circuit breakers. A fuse that is not overstressed will have a longer MTBF [mean time between failures; rather like TBO-Ed] than will a circuit breaker. Oh, and it is a hell of a lot cheaper.

When a fuse blows or a breaker pops, there is a reason. It means that something is drawing more current than the design called for. This means that you should investigate the problem but the time for investigation is when the aircraft is on the ground, not while it is still flying. With a fuse that is out-of-reach there is no impetus to try to troubleshoot when you should be flying the aircraft.

Oshkosh RV Banquet

Don't forget Vans Banquet July 31st at Oshkosh. If you want a spot at the table, you need to get the request in to Barbara at Vans'. Its on Saturday this year to accomidate more people.

Pioneer Inn & Marina

Saturday July 31, 1999

6:15pm to 7:30pm Cocktails

7:30pm to 9:30pm Dinner

Midwest Buffet - \$18.50 per person

Most people don't think they are smarter than the entire production aircraft industry in all areas. After all, they aren't designing the RV they are just building per plans. They aren't that interested in actually designing an electrical system that strays too far from known safe.

Just because Cessna, Piper, and Mooney did it one way doesn't mean that they did it the right way. They have two problems that we don't: the old way works well enough that they don't think it is worth the money to

"If you examine the design of the 'standard' electrical system you will find that it has some interesting failure modes that are likely to take out your whole electrical system."

revisit the design and, if they did change it, some lawyer would use that info to infer that the old design was flawed for the purposes of winning a lawsuit.

If you examine the design of the "standard" electrical system you will find that it has some interesting failure modes that are likely to take out your whole electrical system. If you think about it, you can probably figure this out for yourself.

Heck, the traditional air-powered gyro is a perfect example. Back in the dim recesses of aviation history someone discovered that they could power gyros with air better than with electricity and that a venturi would provide an outstanding source of clean power that would work as long as the airplane was flying.

Nowadays we have high-precision, low-mass, brushless, hall-effect AC/DC motors that are much better for powering iron gyros than is air. Heck, we have monolythic silicon gyros on a

chip and fiber-optic gyros that are much better than our iron gyros; i.e. are about the same cost and have MTBFs measured in hundreds of thousands of hours instead of hundreds of hours; but the industry is steeped in tradition. This reminds me of what we at the Air Force Academy used to say about the West Pointers: two hundred years of tradition unhampered by progress.

Airplanes don't usually have the luxury just pulling over to the side of the road when the fuse does blow or the belt breaks.

Right. We know how these things fail so let's plan for it instead of fixing the problem. People "know" that electrical systems are unreliable so they train to deal with an electrical failure rather than spend the same energy figuring out how to eliminate the failure modes from the electrical system. Go figure.

Another example are people who train to fly partial panel because they know that their vacuum system is going to die and they are going to have to rely on flying needle-ball and airspeed. Sure I can fly partial-panel but I have also designed my panel so that I have multiple sources of power for my electrical gyros. So, while I might have a gyro failure, I am not going to have a gyro SYSTEM failure.

Yes, there is more research in the automotive industry than there is in the aviation industry. I know that electronic ignition SEEMS more complex and less reliable than magnetos, it is, in fact, a lot MORE reliable.

There are better ways to wire an aircraft than the way that was developed back in the 1930's.

Soapbox: Bolts and Safety

Tedd McHenry, Editor

I was moved to write this by a recent fatal crash involving a strut-braced, ultralight aircraft in the U.S. The crash was caused by the failure of the strut-to-fuselage attach bolt, which was in turn caused by improper installation of the bolt. Granted, RVs don't have struts, but they do have lots of bolts, most of which are critical to flight safety.

In this case, a rudimentary understanding of the proper use of bolts would have prevented the owner from installing the strut bolt improperly. This information is readily available, and not at all difficult to understand. The bolt bible, so far as I'm concerned, is

"Nuts, Bolts, Fasteners and Plumbing Handbook"

by Carroll Smith

ISBN 0-87938-406-9

Motorbooks International

PO Box 2, 729 Prospect Avenue

Osceola, WI 54020

USA

This is not an aviation book, it's a car racing book. But it covers the use of aviation fasteners and plumbing better than any aviation book I've seen. It is available from Amazon.com (www.amazon.com), or directly from Motorbooks International. Buy it, read it. I don't want to lose another homebuilder only because he didn't read this book.

Another excellent book is John Schwaner's "Sky Ranch Engineering Manual." This book is primarily about Lycoming and Continental engines, but it has an excellent

section on fatigue, which covers bolt fatigue. It is well worth reading.

If you want to learn more about fatigue than most practicing mechanical engineers know (trust me, I am one), you should read Carroll Smith's "Engineer to Win." This is another car racing book, also available from Motorbooks International and Amazon.com. Okay, it's not an aviation book, but take a look at some of these chapters and tell me if you think knowing this stuff might help you build your RV.

- Introduction to Metallurgy
- Plastic and Elastic Deformation of Metals
- Iron and Steel Making
- Alloying and Heat Treatment of Steels
- Historic Overview of Man's Production of Iron and Steel
- Non-Ferrous Metals and Their Metallurgy—Composite Materials
- Metal Fatigue—Or Why Things Break
- Threaded Fasteners—An Educated Re-Look
- The Joining of Materials—Riveting, Bonding, & Welding
- Plumbing Revisited
- Braking System
- Tools and Tips

Smith can be a bit bombastic at times. ("The single-shear mount is a crime against nature and a perversion of the bad engineer.") But he explains materials science more clearly than anyone else, in terms easily understood by the layman, yet without glossing over details.

RV Builders Directory

Tedd McHenry, Editor

A member of the RV List is assembling an RV Builders Directory. The directory will contain information about RV builders who are willing to host or assist traveling RVers. As of today, the directory is intended only for members of the RV List. However, I anticipate that we'll be able to get agreement to distribute it to anyone in Western Canada Wing.

There will actually be two directories: the Services directory and the Referrals directory.

The Services Directory will contain information about you, and what services you are willing to offer an RVer who visits your area. Services would be such things as accommodation, transportation, and use of tools.

The referrals directory covers sources of food, fuel, and maintenance that you recommend to RVers traveling through your area.

To get yourself listed in the directory, fill out and email the form at http://ourworld.compuserve.com/homepages/tedd/directory_form.html

Classifieds

FOR SALE

I have located a 150HP O-320 E3D Engine that has 640hrs on it and is certified and still running in the aircraft. Comes with carb, mags, starter and fly-wheel. \$12,000CDN no tax and can be flown in the Warrior that it is in. Speak now or forever use Mazda Rotaries or those horrible H2ADs. The engine is in Grande Prairie. Barry Tunzelmann, K-1 Design Services Ltd, (250) 832-3538.

Wanted

I am interested in picking up used tools, Rivet gun, clecoes, C-frame tool, drill, hand squeezer, counter sinks, etc. Garrett Smith, garretts@telus-planet.net.

The Mike Seager Program...

Bill & Kathy Peck, Home Wing

We just got back from spending some time in the North Plains area flying with Mike Seager in Van's RV-6A (N666RV). What a great deal! I absolutely believe that spending this time and money was every bit as valuable as the money spent directly on hardware from Van himself. Almost everyone reading this list agrees with me that sending money to Van's Aircraft beats any other way to spend it on airplanes, in terms of what you pay for what you get (if not, why *are* you subscribing?).

Specifically, Kathy and I spent parts of two days (3.9 "billable hours" in three sessions for me, 2.8 in two sessions for Kathy) with Mike, getting some familiarization training in the -6A. Van and Mike have conspired (with the FAA) to make this service available to RV customers to increase their likelihood of success in that critical early flight period (especially the first one!). If you're already flying a Thorp T-18, Lancair, Glasair, etc., you're probably already used to the type of performance that an RV provides. If, however, you're like Kathy and me and all previous experience is in spam cans like the Cherokee and 152/172, hark an ear...

What we got for our money: Mike

took us out and introduced us to the plane (climb, cruise, maneuvering flight, turns, stalls, etc.—classic BFR and/or transition training for any new/different plane), then we headed for the airport (Scappoose, OR in my case) to see what it's like in the pattern. We spent a major portion of our time with him in the pattern, learning how to get the plane on/off the ground safely and smoothly. At this point in time, I feel much more confident that I can handle our plane when it's ready for that first flight.

The RV-6A is every bit as good an airplane to fly as is claimed. (Hearsay says this is true of the entire RV family; I believe it, just can't state it from my own experience!) The plane is very predictable, very easy to control, and overall a total gas to fly (hence the universal RV grin from pilots). Although sometimes you start wondering after reading some of the messages on the RV List, it also obeys every one of the same laws/rules/principles of physics and aerodynamics that the Cessper/Pissna's do. This is both good and bad (balance is far to the good side). At the same time, while aerodynamics say it has to share a lot of flight characteristics with its ancestors, there are also differences that can catch you napping, especially if you haven't

"flown with Mike".

Biggest difference between the RV and a Cherokee: **things can change quickly!** The RV whips Piper/Cessna specs in terms of dimensions, weights, power loading, roll and pitch rates, etc. That's why we've all bought (or are buying, or are considering buying) these experimental aircraft: to be able to enjoy higher performance for our dollars than we can get in the certified world. Sliding the throttle forward to start the take-off roll (even uphill on Van's wet/soft grass strip) causes you to get squished back in the seat *way* more than a Cherokee can do. This is just a hint of what's in store through the whole flight. Speed reductions happen faster, too (partly due to the constant speed prop on N666RV, but not entirely). If you reduce power on downwind, then don't pay attention to airspeed/descent rate/power setting, you can find yourself playing with the bottom of the green/white arcs on the airspeed indicator much sooner than this could happen in a C-172.

To give you an idea of how this is manifested overall, I usually figure on about 6 minutes per lap of the pattern if I'm doing touch & go practice in our Cherokee. I think the average time was closer to 4 minutes in the RV, and that includes stop & goes instead of

Firewall Recess

and other tips

Anonymous

Oh, there ain't nuthin' like a rebel nonconformist! Need a recess in that

firewall ?? I made one up today using a 7" stainless steel mixing bowl costing \$4.89 plus tax (always tax).

Stole the idea from a magazine article. It wasn't easy, but wasn't too hard either. It did take me most of the day, but it is finished and looks great ! I sealed it with Proseal that expired in '93. Wonderful stuff ! I love Proseal !!

Good for attaching fairings without rivet holes, and good for fillets between skins which are paintable and make a lovely transition between layers or overlaps. Amazing what you can do if you are cheap and stubborn!

I also found a way to clean up all the steel parts quickly. First off, I worked for 3 hours sloshing on a wax

touch & goes! Like I said, *things change quickly!* The same processes are used, but you don't get as much time to dawdle around noticing that you need to correct a drift, be it attitude, position, or speed. Fortunately, though, any variance can be corrected very quickly and easily. If you pay attention, this aircraft can fly like it's on rails and under computer control.

As far as Mike's personality and credentials go, he's the guy you'd pick if you did a search for flight instructors using the suggestions in articles in *Plane & Pilot*, *Flying*, etc. He's technically a good pilot, has been instructing for a lot of hours, loves flying (and is infectious about it!), is very methodical, and at least for me, *he can describe what he wants in words that I understand!* I've worked with coaches/instructors in the past (not always in aviation) that just didn't have the communication knack that is the difference between an expert and an expert instructor. He's patient, allows minor "learning experiences" (as long as they're not going to hurt us or the hardware), and is constantly positive in his outlook and critique of recent events. He also keeps after a point until you convince him that you at least know what the correct procedure is, and can demonstrate it with reason-

able skill and consistency. (I had trouble getting the sight picture, timing, and control inputs correct in the landing flare. I know I was driving Mike nuts, but he kept with it. The last session, I finally pulled it together and got a couple of acceptable touchdowns. Now that I know what needs to happen, I feel pretty good about doing it alone in a few months when the time comes.)

Mike doesn't consider this flight training to be his primary profession. He owns another business that is his first responsibility. I'm personally hoping that he and Van are both successful enough that he can make a choice. Can he be successful and have more fun by delegating or selling the *other* job so that he can put more time into teaching us to fly RVs?

I'm certainly glad that Van and Mike have seen fit to make this opportunity available to us. I really believe that having done this (especially the landings!) will make my chance of success much better on the Big Day for N110KB, the -6A that Kathy and I are working on. Neither one of them can be getting rich from this process. The cost was only \$70/hr, which included Mike's time *and* the RV-6A (with fuel). This is pretty close to what I was paying for instructor and C-172 rental dur-

ing my primary training a couple years ago. There aren't many opportunities to get experience like this. While a lot of RVers are willing to let you take the stick for a while at altitude, even those who are CFI's are understandably reluctant to let you actually do the approach and *land!* I heartily recommend to any and all that you take advantage of this opportunity - who knows, if there's enough demand, Van might even see fit to open flight training centers around the country. Mike already takes the -6 on tour a couple times a year; I think he's in Texas this week or next, on the way to Sun & Fun. (Realistically, the logistics could be a nightmare. By using the factory prototypes, Van also has the R&D staff do the maintenance, mods, etc. on these planes. He gets pretty good use and value from them, and has a chance to keep a close eye on them. If a plane doing this job weren't based in North Plains, it would be a lot tougher to keep it in the kind of condition that these are.)

In closing: Mike, thanks again for working with us. Scott McDaniels, could you please pass on our thanks to your boss for going to the trouble to make this possible to us (with the FAA and with his equipment!).

...Also known as Yeeeeeaa—Haaaaa!

and grease remover that, even outside in the fresh air, made your throat burn and used up a myriad of cloths and paper towels and how do you get all the gunk out of the crannies? I was told once that THE BEST way to prep the steel was to sand/glass bead/shell blast the parts and prime ASAP. Good idea but I don't own a sandblast unit.

There are however, any number of body and auto restore places around that have what you need. I found an outfit in the Yeller pages that proclaimed "do it yourself for cheap, and save"! They charge \$20 for 1 hour and a sack of sand or whatever and you can do about all you need in that time. No smell, no cleanup, no 3 hours bent

over.

What a great way to do all the complex structures like motor mount, rudder pedals, steps, canopy frame-all in one go and prime when you get home. Look into it where you live. For \$20, it is like a gift-lots of hours in the old cleanup way.

Tools for Beginning Builders

*John Huft (skywagon@rmi.net),
Pagosa Springs, CO*

Now that I am almost done with my RV-8 tail feathers, (an expert is someone who has an opinion, and lives at least 100 miles away), I thought I would offer my thoughts on tools, and some building tips. I was a prototype machinist for 8 years, and might have some different ideas.

Before I started, I had a 30" combination shear/brake/roller from Harbor Freight. It weighs about 400 lbs, and costs a buck a pound. It has been a great tool, making straight bends, and straight cuts that need little deburring. Since I have this, I don't need a band-saw. When I need to cut angle or thick metal, I clamp my sabre saw upside-down in the vise, and use it.

When I saw all the stiffeners that needed to be made for the rudder and elevators, I went into production mode, and made them all. I laid out each skin, made a list of lengths, and cut them all. Then I clamped a guide on the bed of the shear, and cut all the angles. Then I deburred. When I

think about someone doing this on a band saw, it has to take a lot longer. Also, to set up everything again for each skin would add time. Machinists do this every chance they get.

I haven't seen any discussion on cutting lubricants. Aluminum is basically soft and sticky as metals go, and to keep the tools (drills, saw blades etc.) from loading up, use some lubricant. One of the wax-type sticks is best (no mess), but kerosene works great too. It will make your drills cut cleaner, and last longer.

Many of you are using levels to line up jigs and parts. The average hardware store bubble level is not all that accurate. You can get machinist's levels that are 10 times more sensitive. I have a David White laser level that I use a lot in building stairs, etc., that is 5 times more sensitive than the average-\$150 from Tool Crib of the North. They are a great source of hand power tools. (I am 4 hours drive from Home Depot).

I agree with the recent thread about cost of tools. If it is something

you don't use too much, a cheap tool is ok, but if you will use it a lot, and for future projects, a cheap tool will drive you crazy for as long as you own it. Buy a good air drill, and a good rivet gun. That \$40 air drill might last the project, but the good one is so much nicer to use, you might end up wishing the cheap one WOULD die, so you can toss it. It is hard enough to persevere through one of these projects, without making it harder.

A good source for general tools and industrial supplies is MSC. Call 1-800-645-7270 and ask for the "big book" catalog. You will have to make up a company name, but they don't check anything. The catalog is 4000 pages hardbound, and has every material, tool, etc. known to man. They are not the best prices, but they stock everything. 2-day UPS for the price of ground.

Remember how a mouse eats an elephant (one bite at a time). Stick with it, and one day your big problem will be deciding which fly-in to go to.

Shielded Wire?

*Robert L. Nuckolls, III (nuckolls@aeroelectric.com)
Aeroelectric Connection*

"So what about the capacitor. Will it help reduce any noise in the intercom, radio, etc. system if we install one. A friend of mine recommended that I install a capacitor in the system along with shielded wire from the alternator."

A builder called me about ten years ago and spent several minutes outlining all the shielding, filtering, pre-positioning of hardware in the airplane all in the name of eliminating electrical noise. All in all, several dozens of hours, pounds of hardware and no small sum of cash.

I was a bit astonished and asked what kind of noise problem he was having. "Oh," says he, "I don't have a noise problem, the airplane is not yet ready to fly." My advice is gener-

ally this: put shielded wire on magneto p-leads, spark plug wires and on any appliances where the manufacturer recommends it and describes how it is to be hooked up.

Then, if a noise problem presents itself, you need to identify the source, propagation mode, and victim and plan the best way to handle that particular problem by filtering at source, breaking the propagation mode, or filtering at the victim. Given that there are dozens of possible combinations, you can easily spend the time and dollars represented by our hero's precautions and still not assure yourself of a noise-free airplane.

Begin with good basic installation practice and whip each problem as it presents itself. It's generally not hard to do.

WCW Tool Inventory

Tedd McHenry, Editor

One of the great things about building an RV is how helpful other builders are. I've noticed that some other VAF wings keep a tool inventory—a list of tools each member has that they are willing to share with builders in their area. I'd like to build an inventory of the special tools and fixtures our members have, that they're willing to share, and publish it in the newsletter.

There are certain tools and fixtures that are expensive, in time or money, to acquire. Sharing them around can make better use of the tool, and be a big help to other builders. Some groups may even want to get together to buy an expensive tool, or build a fixture. If you have something you're willing to share, send me the information and I'll put

it in the inventory.

Not being very far along in the building process myself, I don't have too many special tools to offer. But, to get things started, here's a brief list of some things I have that might be useful to someone in my area.

- 12" compound-mitre chop saw (handy for the wing jig)
- engine stand (automotive, horizontal-style)
- engine leak-down tester
- engine compression tester
- puller (for v-belt pulleys, etc.)
- ft-lb torque wrench
- floor jack
- tap & die set (imperial and metric)

Pneumatic Dimpling

Leo Roitner, Surrey, BC

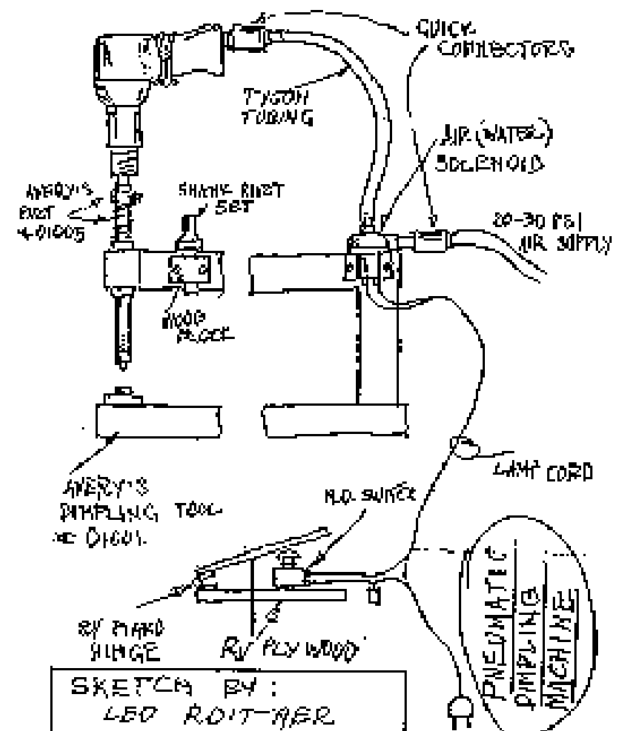
RV-6A

How would you like to streamline your dimpling operation by dimpling sitting down, leaving both hands free to position your workpiece? Here's how you can.

If you have Avery's dimpling arm set, you will find that one of the driver shafts fits the rivet gun. Order Avery's Rivet Arbor Return Spring Kit, part #01005. Install this as per the sketch, and adjust the shaft Colette to have good clearance between the dimple dies. When you're happy with this position, you may have to file a flat spot on the driver shaft. I found the arbor slipping up, no matter how hard I tightened the set screw. You'll need a solenoid valve for the air line. I found one in my junk box (it came from a dishwasher). I'm sure you can pick one up from an appliance repair shop, or wherever. [I got mine from a dishwasher a neighbour was throwing out—Ed.] You could also use a solenoid valve from a washing machine, but the dishwasher valve is easier to plumb up. Mount that on the dimple arm. I also mounted a shank rivet set on the dimple arm, so I could hold my rivet gun while changing workpieces.

The foot switch should be a heavy-duty, spring-return type, with normally-open contacts (try Radio Shack). Assemble your machine per the sketch. I will take one to two hours. Don't forget to activate the trigger of your rivet gun with an elastic band. Adjust the air pressure, depending on the thickness of the aluminum. Plug in, hold the work piece with one hand, push down the rivet gun with your other hand, step on the foot switch to get two or three hits from the rivet gun, and-voila-you have a nice crisp dimple. You may have to experiment a little to get the hang of it.

No more sore hands, and only two hands and one foot required. You can sit down doing this, and you will speed up your operation.





**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.

Disclaimer

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Calendar

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.

Agenda

- 9:00 – 10:00 Fly-ins arrive, participants gather for coffee, chat, etc.
- 10:00 – 10:15 Welcome messages from hosts and Tedd McHenry (WCRVators)
- 10:15 – 10:45 RAA Builder Inspector talk on kitplanes and the inspection process
- 10:45 – 11:00 Coffee
- 11:00 – 11:30 Eustace Bowhay – RV engine performance/builder tips
- 11:30 – 12:30 Lunch (Burgers supplied at a nominal fee)
- 12:30 – 1:00 RV Formation flyby and view parked planes
- 1:00 – 1:30 Radio system installation and troubleshooting – Doug Pearce
- 1:30 – 2:00 I hate priming – ease of use of Super Koropon. Epoxy primer paints including practical demonstration. – Barry Tunzelmann
- 2:00 – 2:30 Transport Canada – Aerobatics approvals, Pilot currencies
- 2:30 – 3:00 RV Fuel system design and installation – Jim Rowe
- 3:00 – 3:10 Wrap up and farewell address

Contact: Barry Tunzelmann

*kiwi@sunwave.net
250/832-3198*

Jul 7-11	EAA Fly-in Arlington WA	
Jul 10	108 Mile Fly-in Breakfast	Ph 791-1908
Jul 17	Salmon Arm RV Builders's Conference (see above)	Barry 832-3198
Jul 18	Kamloops Fly-in Breakfast	Rob 376-8883
		Dwayne 376-9184
Jul 24-25	Nakusp overnight Fly-in	Doug 497-5424
	Sponsored by Penticton Flying Club	Larry 492-0810
Jul 28 - Aug 3	EAA AirVenture (Oshkosh)	800/564-6322
Aug 4	Kamloops Air Show	Trevor 554-2179
Aug 6-8	Abbotsford International Airshow	604/852-8511
Aug 10 - 12	Aerospace North America (Vancouver)	604/852-4600
Aug 14	Vernon BBQ (B.S., Burgers, Beans)	Barry 260-1007
		Bring own burgers or steak
Aug 14 - 15	Canada Remembers Airshow (Saskatoon)	306/975-3151
Aug 25 - 28	Webster Memorial Trophy Competition, St. Andrews (Winnipeg Flying Club)	613/257-7712
Aug 28 - 29	Valemount Air Show (EAA Chapter 1103)	Ken 250/566-8404
September	RV flight training with Mike Seager	Barry 250/832-3198
Sep 11	Penticton Fly-in Breakfast	Doug 497-5424
		Larry 497-0810
Sep 12	RAA Corn Roast (Vernon Airport) 11a.m.-3p.m.	Cam 769-6246
		Rupert 763-9109
Sep		
Sep 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

For more information on airshows, visit www.airshow.canada.com.